

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 7 AUG 1941)

Date of writing Report 9th June 1941 When handed in at Local Office 13/6/1941 Port of Kobe

No. in Reg. Book. Survey held at Onomiti Date, First Survey 12/5/41 Last Survey 24/5 1941 (No. of Visits 3)

84834 on the Machinery of ~~the Kawasaki Steel~~ S/S "TIHUKU MARU"Tonnage { Gross 5857
Net 4259

Vessel built at Kobe

By whom Kawasaki Dockyard Co. Ltd. When 1919, 1 mo.

Nominal Horse Power 1436 NHP

Engines made at Kobe

By whom Kawasaki Dockyard Co. Ltd. When 1919

No. of Main Boilers 2SB & 1 Aux. SB.

Boilers, when made (Main) 1919 (Donkey) --

Owners' Address (if not already recorded in Appendix to Register Book.)

Port Hasidate Voyage

No. of Donkey Boilers --

Managers

Steam Pressure in Main Boilers 200 lbs

If Surveyed Afloat or in Dry Dock Both Mukaijima Dock.

No. of Donkey Boilers --

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B. if any)

100A1 - Awn. deck LMC 3,40
with freeboard, TS (CL) 1,39
1,39ssKob.No.3-5,31
ssKob.No.1-36.

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC.

Periodical Surveys, when held, must be reported in detail and scrutiny in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined --

Was a damage report made by anyone else? If so, by whom? --

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " --

If this was not done, state for what reasons? --

And what parts of the Boilers could not be thus thoroughly examined? --

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? --

State latest date of internal examination of each boiler May 1941

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

To what pressure were they afterwards adjusted under steam? 200 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? --

To what pressure were they afterwards adjusted under steam? --

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes.

and of the Donkey Boilers? --

Did the Surveyor examine the drain plugs of the Main Boilers? No.

and of the Donkey Boilers? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes.

and of the Donkey Boilers? --

Has screw shaft now been drawn and examined? --

Is it fitted with continuous liner? --

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Has shaft now been changed? -- If so, state reasons --

Has the shaft now fitted been previously used? --

Has it a continuous liner? --

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

State date of examination of Screw Shaft --

State the distance between lignum vitae ~~XXXXXX~~ of stern bush and top of after bearing of screw shaft 5/32"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and ~~XXXXX~~ fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? --

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

NOW DONE:- Vessel placed in dry dock, propeller, aft end of stern bush with oil packing gland at aft end of tail shaft, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condensers, pumps, piping, and pumping arrangements examined and found or now placed in good condition.

The 2 Main and 1 Auxiliary Boilers were examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

(P.T.O.)

General Observations, Opinion, and Recommendation:- The Machinery and Boilers of this

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

vessel are in good condition and eligible in my opinion to be continued as classed with fresh record of L.M.C. 5, 41.

Survey Fee (per Section 29) Yen 225.00

Fees applied for

29/5 1941

Special Damage or Repair Fee (if any) X

(per Section 29.)

Travelling expenses (if chargeable) (See Hull Report)

Received by me,

19

Committee's Minute

Assigned

FRI. 29 AUG 1941

B.S. 5.41

Engine Surveyor to Lloyd's Register of Shipping.

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008201-008210-0099 1/2

BS due 3.41 held.

Machinery also examined.

Intermediate stop valve chest renewed.

A number of screw stays renewed.

It is submitted that
this vessel is eligible for
THE RECORD. BS 57.41.

LH
26/8/41.



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REPAIRS DUE TO WEAR AND TEAR:-

H.P. & L.P. crosshead upper brasses - remetalled.

Intermediate stop valve chest found cracked and renewed.

22-small stays in boilers - renewed.

Other minor repairs and adjustments effected. *0.4*

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