

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

(Received at London Office) 10 OCT 1926

Date of writing Report 9/9/1926 When handed in at Local Office 19 Port of Kobe.

No. in Reg. Book. Survey held at Osaka. Date, First Survey 27/8/26 Last Survey 3/9/1926
(No. of Visits Three.)

85567. on the Machinery of the ~~Wood, Iron or Steel~~ SINGLE SCREW STEAMER "TSUKUSHI MARU".

Tonnage { Gross 1858. Vessel built at Osaka. By whom Osaka Iron Works Ltd. When 1925 8 mo.
Net 1117

Nominal Horse Power { 211 NHP Engines made at Osaka. By whom Osaka Iron Works Ltd. When 1925.
Boilers, when made (Main) 1925. (Donkey) -

No. of Main Boilers 2 SB. Owners Kajima Shogyo Kab. Kaisha. Owners' Address
(if not already recorded in Appendix to Register Book).
Managers Port Shimonoseki. Voyage

No. of Donkey Boilers -
Steam Pressure in Main Boilers 200 lbs
in Donkey Boilers -

If Surveyed Afloat or in Dry Dock Both.
(State name of Dock.) Sakurajima Dock.

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

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) LMC.

CHARACTER.	Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1	12,25	*LMC 8,25 TS(OCL)
CARGO BATTENS NOT FITTED.		

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs of a nature which must be stated should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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

Damage report made by anyone else? If so, by whom? --

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

" " " " " " --

Is not done, state for what reasons? --

Parts of the Boilers could not be thus thoroughly examined? --

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? --

Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 204 lbs.

Surveyor examine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --

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

Surveyor examine the drain plugs of the Main Boilers? -- , and of the Donkey Boiler? --

Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boiler? --

Shaft now been drawn and examined? No. 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? --

Now been changed? No. If so, state reasons --

Shaft now fitted new? No. Has it a continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/32"

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

NONE:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves their shell fastenings examined and found in good condition.

Engines opened up for survey:-
Crank, thrust and tunnel shafting, all cylinders, pistons, valves and their faces rods, condenser, pumps and piping examined and found in good safe working condition.

The two Main Boilers were examined over all parts with doors, mountings and valves and all found or now placed in good safe working condition. Safety valves adjusted steam as stated above.

DEFECTS DUE TO WEAR AND TEAR:-
Starboard furnace of starboard Boiler found deformed 1 1/2" (max) now jack up to form.

General Observations, Opinion, and Recommendation :-
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. 211, B.&M.S. 211, or L.M.C. 211, 140 lb., &c.

The machinery and boilers of this vessel are in good safe working condition

Fitting in my opinion to be continued as classed with fresh record of *LMC 9,26.

(per Section 28) Yes : 190:00 Fees applied for 4/9/1926

Damage or Repair Fee (if any) -- : --

Expenses (if chargeable) 2 : --

Full Report 1

Surveyor's Minute 1

Received by me, 19

Ans'd. Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 15 OCT 1926

ed + Lamb 9.26



