

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.
 85567. on the Machinery of the ~~Wood, Iron & Steel~~ SINGLE SCREW STEAMER "TSUKUSHI MARU". (No. of Visits Three.)
 Tonnage { Gross 1858 Vessel built at Osaka. By whom Osaka Iron Works Ltd. When 1925 8 mo.
 Net 1117 Engines made at Osaka. By whom Osaka Iron Works Ltd. When 1925.
 Nominal Horse Power { 211 NHP Boilers, when made (Main) 1925. (Donkey) -
 No. of Main Boilers 2 SB. Owners Kaijima Shogyo Kab. Kaisha. Owners' Address
 No. of Donkey Boilers - Managers (if not already recorded in Appendix to Register Book).
 Steam Pressure in Main Boilers 200 lbs Port Shimonoseki. Voyage
 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.

When surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

In 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 --

Has 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.

Did the Surveyor go inside each Donkey Boiler separately and make a thorough examination at this time? --

Were the Main Boilers examined by other means, state for what reasons? --

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

Were 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? --

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

To what pressure were they afterwards adjusted under steam? 204 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 Boiler? --

Did the Surveyor examine the drain plugs of the Main Boilers? --

, and of the Donkey Boiler? --

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

, and of the Donkey Boiler? --

Has the 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? --

Has the shaft now been changed? No. If so, state reasons --

Has the shaft now been 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? --

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/32"

Is the key 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 to steam as stated above.

REPAIRS DUE TO WEAR AND TEAR:-

Starboard furnace of starboard Boiler found deformed $1\frac{1}{2}$ " (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. 2, 11, B.&M.S. 2, 11, or L.M.C. 2, 11, 140 lb., &c.

The machinery and boilers of this vessel are in good safe working condition and are in my opinion to be continued as classed with fresh record of *LMC 9, 26.

Yen : 190:00 Fees applied for
 4/9/1926.
 Received by me,
 19

Full Report.
 Committee's Minute
 FRI. 15 OCT 1926

ed + dmb 9.26

CERTIFICATE WRITTEN

008608-008617-0345

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Machinery examined.

It is submitted that this vessel is eligible for T.M. RECORD.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

Blue 926.

207.
Shore

The machinery and boiler of this vessel are in good safe working condition in my opinion to be continued as at present with fresh records of 2007.
The two main boilers were examined over all parts with scope, mountings and all valves and all found in good safe working condition. Safety valves, condenser, pump and piping examined and found in good safe working condition. Grank, thrust and thrust shafting, all cylinders, pistons, valves and the engine found up for service.
In their special bearings examined and found in good condition.
Vessels placed in dry dock, propeller, aft end of steam shaft, etc. examined and found in good condition.
Complete.
2175"

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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