

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

AUG 19 1940

(Received at London Office)

Date of writing Report 3rd July, 1940. When handed in at Local Office 3rd July, 1940. Port of YOKOHAMA

No. in Reg. Book. 35627 Survey held at YOKOHAMA Date, First Survey 24th May, 1940. Last Survey 20th June, 1940.
(No. of Visits Five)

on the Machinery of the ~~Wood, Iron or Steel~~ T.Sc.S. "TUSIMA MARU"

Gross Tonnage 6754 Vessel built at Pt. Glasgow By whom Russell & Co, When 1914-10
Net Tonnage 4200 Engines made at Glasgow By whom D. Rowan & Co. When 1914

Nominal Horse Power 619 Boilers, when made (Main) 1914 (Donkey) X

No. of Main Boilers 4 SB Owners' Address Nippon Yusen K.K. (if not already recorded in Appendix to Register Book.)
Port Tokyo Voyage X

No. of Donkey Boilers X Managers X
Working Pressure 200 lbs If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) M.J.K. Yokohama Dock.

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) BS & S.T.S. & Damage

Periodical surveys, when held, must be reported in detail and serially 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.

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 Yes. Accepted.

Has a damage report made by anyone else? If so, by whom? X

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

Do the same for Donkey Boilers? X

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

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

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? X

State latest date of internal examination of each boiler. No. 1 - 13/6/40. Nos. 2, 3 & 4 - 24/5/40. Present condition of funnels? 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? X To what pressure were they afterwards adjusted under steam? X

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

Did the Surveyor examine the drain plugs of the Main Boilers? X, and of the Donkey Boilers? X

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? X

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

Has shaft now been changed? X If so, state reasons X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

Has the shaft now fitted been previously used? X Has it a continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

State date of examination of Screw Shaft. P 4-39 S 13-6-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft S close rewooded

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? X

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

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

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, p & s propellers, starboard stern bush and aft end of port

stern bush, sea cocks and valves with their shell fastenings, examined and found or now placed

in good condition.

Starboard Tail Shaft with continuous liner examined and found or now placed in good

condition.

The Four (4) Main 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.

All cylinders, pistons, valves and rods, crank, thrust & intermediate shafting,

condensers, air pump & group valves, centrifugal pumps, weir's feed pumps opened up by the

Owners examined and found or now placed in good condition. Continued.

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.&M.S. 9,11, & L.M.C. 9,11, or

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.&M.S. 9,11, & L.M.C. 9,11, or

vessel are in good condition and eligible in my opinion to be continued as classed with fresh

record of BS 6-40, and Starboard Tail Shaft (CL) seen 6-40.

Survey Fee (per Section 29)..... ¥ 265.00

Special Damage or Repair Fee (if any)..... ¥ 30.00

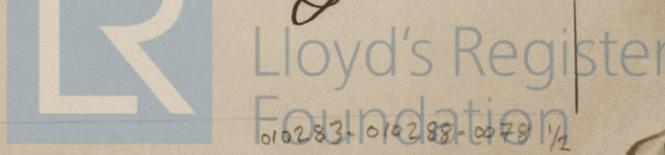
Travelling expenses (if chargeable)..... ¥ 4.00

Committee's Minute 27 AUG 1940

Assigned B.S. 6,40

S(s) 6,40

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

M.S.S. "TUSIMA MARU".

Repairs due to damage stated caused by Starboard Propeller striking some submerged object on the 3rd April, 1940, whilst on a voyage from Kundla to Karachi.

Damage to starboard propeller blades (removable, bronze).

"E" blade badly buckled and partly broken, renewed.

"D" blade badly buckled and cracked in 2 places, removed, faired and refitted.

"F" blade slightly bent at end, - faired in place.

All the removables, or new work for access to the damage repairs made in good order.

It was further recommended that for the purpose of urgent requirement of the Owners, to proceed the vessel soon, spare blades marked "C" and "G" fitted in place of "E" and "D" blades.

Repairs due to wear:- Ballast pump suction valve box renewed.



As held. Super party exam?

Damage striking obstruction
Starboard propeller repaired &
ke shaft exam.

It is submitted that
his vessel is eligible for

THE RECORD

216/40

Starboard 216/40

217

238/40



© 2021

Lloyd's Register
Foundation