

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

(Received at London Office)

Date of writing Report 18/4/ 39. When handed in at Local Office 18<sup>th</sup> April 1939 Port of Kobe.

No. in Reg. Book. 90230 Survey held at Osaka. Date, First Survey 30/3/39 Last Survey 14/4/ 1939. (No. of Visits Four.)

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

Tonnage { Gross 6754 Net 4200 Vessel built at Port Glasgow. By whom Russell & Co. Ltd. When 1914 10mo.

Nominal Horse Power { 619 NHP Engines made at Glasgow. By whom D. Rowan & Co. Ltd. When 1914.

No. of Main Boilers 4 SB Boilers, when made (Main) 1914. (Donkey) --

No. of Donkey Boilers -- Owners Nippon Yusen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 200 lbs Managers Port Tokyo. Voyage

in Donkey Boilers -- If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Sakurajima Dock.

Particulars of Examination and Repairs (if any) TS & BS

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

Do. " 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 April, 1939. Present condition of funnel(s)

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? -- , and of the Donkey Boiler? --

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

Has screw shaft now been drawn and examined? Yes (Port only) 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? No.

Has shaft now been changed? No 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 April, 1939 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P. Close fit. S. 1/2".

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

NOW DONE:- Vessel placed in dry dock, P & S propellers, port stern bush, and after end of starboard

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

good condition.

Port Tail Shaft with continuous liner examined and found in good condition.

Port and Starboard Engines opened up and examined generally and found or now placed in

good condition.

The 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.

REPAIRS DUE TO WEAR AND TEAR:-

Port Stern bush lower half - re-wooded.

Starboard main bilge plunger pump body found wasted and renewed.

Other minor repairs and adjustments effected.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel

(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, or E.L.M.C. 9,11, 140 lb., F.D., &c.)

are in good condition and eligible, in my opinion, to be continued as classed with fresh record of

BS 4,39 and Port Tail Shaft (CL) seen 4,39.

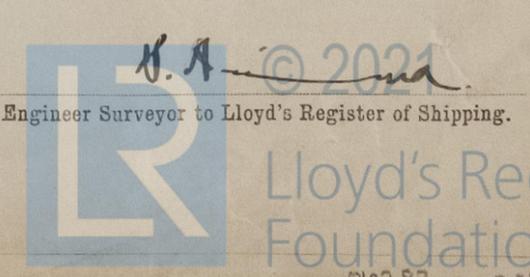
Survey Fee (per Section 29) Yen 215:00 Fees applied for 14/4/ 19 39

Special Damage or Repair Fee (if any) (per Section 29.) £ -- : -- Received by me, 19

Travelling expenses (if chargeable) (See Hull Report).

Committee's Minute TUE 23 MAY 1939

Assigned 18.4.39



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

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

of received to  
entry in the  
Committee

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