

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

(Received at London Office 13 DEC 1930)

Date of writing Report 7/11/30 When handed in at Local Office 10/11/30 Port of Kobe.

No. in Reg. Book 78759 Survey held at Osaka. Date, First Survey 29/10/30 Last Survey 6/11/1930.
(No. of Vents Four.)

78759 on the Machinery of the Wood, Iron or Steel TWIN SCREW STEAMER "MISHIMA MARU".

Tonnage { Gross 7905 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1908 10 mo
Net 4915

Nominal Horse Power 975 NHP Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1908.

No. of Main Boilers 6 SB Boilers, when made (Main) 1908 (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

If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
(State name of Dock.) Sakura jima.

Last Report No. Port

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

(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.)

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? --

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 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 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? 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 the distance between lignum vitae or packing of stern bush and top of after bearing of screw shaft? Good fit.

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 and screw shafts drawn in. Examined propellers, screw shafts, stern bushes, sea cocks and valves with their fastenings, all cylinders, pistons, valves, crank, thrust and tunnel shafts, pumps, pumping arrangements, condensers, main steam pipes and all either found or put in good condition.

Examined six main boilers internally and externally, mountings, doors and fastenings, and all either found or put in satisfactory condition.

Boiler safety valves adjusted under steam to 200 lbs. per square inch.

Dynamos opened up and examined. Electric leads and switchboard fittings examined. Installation tired under working condition.

WEAR & TEAR REPAIRS:-
Port H.P. bottom end, bottom half re-metalled.
Lower half stern bushes re-wooded P & S. P.T.O.

General Observations, Opinion, and Recommendation :- The machinery of this vessel, is in safe working condition and eligible in my opinion to remain as classed and to have record of *IMC 11, 30 and T.S. seen 11,30.

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

Survey Fee (per Section 23) Yen 275:00 Fees applied for 10/11/30

Special Damage or Repair Fee (if any) -- Received by me, 19

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

Committee's Minute TUE. 16 DEC 1930
Assigned + done 11.30

Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
WS46-0048

If so, is the Report sent now, or when will it be sent? (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

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

Nos. 2, 4 & 6 boilers, one C.C. stay renewed.
No. 5 boiler, two C.C. stays renewed.
Boiler mountings overhauled.

Condensers tested.

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

*B.S. due 10.30 Now held
Survey held on engine
Minor repairs effected*

*It is submitted that
this vessel is eligible for
THE RECORD*

11.30

Both S. 11.30

*HRM
12.30*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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