

No. 1706

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

(Received at London Office) 15 FEB 1930

Reporting Report 23rd Jan. 1930 When handed in at Local Office 23rd Jan. 1930 Port of NAGASAKI.
Survey held at NAGASAKI. Date, First Survey 28th Dec. Last Survey 15th Jan. 1930.
(No. of Visits 5.)

on the Machinery of the ~~Wood, Iron or Steel~~ Trp. Sc. Sr. "TENYO MARU".
Gross 13401 Vessel built at Nagasaki. By whom Mitsubishi Zosen Kaisha, When 1908 4mo
Net 6292 Engines made at Newcastle. By whom Parsons Marine Steam Turbine Co. Ltd. When 1908
er 3046 Boilers, when made (Main) 1908 (Donkey) /
n Boilers 13 Owners Nippon Yusen K.K. Owners' Address /
key Boilers / Managers / Port Tokio. Voyage /
Boilers 180 lbs If Surveyed Afloat or in Dry Dock Dry dock.
ey Boilers / (State name of Dock.) No. 3 Mitsubishi.

Report No. Port Docking.
Particulars of Examination and Repairs (if any) LMC and TS.

l Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on 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 initials of any letters respecting this case.

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

amage report made by anyone else? If so, by whom? /

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

" Donkey " " " /

is not done, state for what reasons? /

parts of the Boilers could not be thus thoroughly examined? /

t special means, in the absence of internal examination, were adopted by the or to assure himself of the thorough efficiency of those parts of each Boiler? /

urveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

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

urveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boiler? /

urveyor examine the drain plugs of the Main Boilers? / , and of the Donkey Boiler? /

urveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? /

board 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? /

ft now been changed? No If so, state reasons /

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? /

distance betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft? P. C. & S. 1/8".

urvey is not complete, state what arrangements have been made for its completion and what remains to be done? To Complete Survey for LMC 1-30.

Port L.P. Turbine remains to be examined.

Done:- Vessel placed in dry dock, propellers, Starboard stern bush, aft end of Port & Centre stern bushes, sea connections and outside fastenings examined.

Starboard screw shaft (CL) drawn in and examined.

Turbines (except Port L.P. Turbine) together with reduction gearing opened up, turbine casings, rotors, blading, rotor shafts, gearing, thrust & tunnel shafting, pumps, condensers and pumping arrangement examined.

All main boilers examined internally and externally together with mountings and safety valves afterwards adjusted under steam as above.

following repairs now carried out:-

88 combustion chamber stays renewed. A number of lower manhole doors refitted and other repairs of a minor nature effected.

General Observations, Opinion, and Recommendation:-

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 L.M.C. 9,11, 140 lb., E.B., &c.)

machinery of this vessel is in our opinion eligible to remain as classed and have fresh record

S. 1-30 and the notation of "Starboard tail shaft (CL) seen 1.-'30".

Committee's Minute

signed

Fee (per Section 28) £ 310:00

Al Damage or Repair Fee (if any) £

illing Expenses (if chargeable) £

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 27 MAR 1931

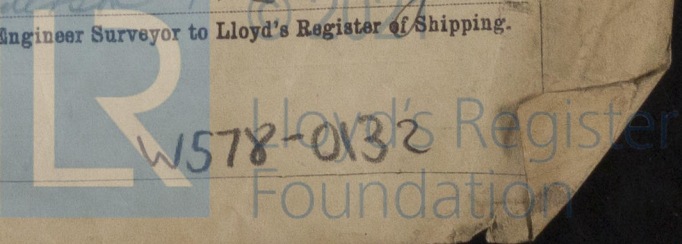
FRI. 13 NOV 1931

TUE. 5 APR 1932

FRI. 16 DEC 1932

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

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



L.L. No 2 due 3.28. Harvey

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.

fractly held on machinery
BS due 1.30. Now held

It is submitted that
this vessel is eligible for
THE RECORD. BS. 1.30

It is submitted that this
vessel WILL BE eligible for
the record + L.M.C. 1.30

when the Port L.P.
Certificate has been
examined

Harvey
19.2.30

Star(S) 1.30

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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