

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

(Received at London Office - 8 JUN 1931 -)

Date of writing Report 21/5/1931 When handed in at Local Office 22-5 1931 Port of Kobe.  
 No. in Reg. Book. 87250 Survey held at Kobe. Date, First Survey 11/5/31. Last Survey 19/5/1931.  
 on the Machinery of the Wood, Iron or Steel SINGLE SCREW STEAMER "TYNE MARU". (No. of Visits Two)  
 Tonnage { Gross 5873 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1920 12mo.  
 Net 4254 Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1920.  
 Nominal Horse Power 440 NHP Boilers, when made (Main) 1920. (Auxiliary) (Donkey) 1920.  
 No. of Main Boilers 2 SB Owners Kawasaki Dockyard Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 SB Managers \_\_\_\_\_ Port Kobe. Voyage \_\_\_\_\_  
 Steam Pressure in Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Mitsubishi.  
 in Donkey Boilers 200 lbs.

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) LMC

(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. " AUXY. Donkey " " " " Yes

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? 203 lbs.

Did the Surveyor examine the Safety Valves of AUXY. Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 203 lbs.

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

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? Yes

Has screw 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 shaft now been changed? -- 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 Donkey Donkey or bearing metal of stern bush and top of after bearing of screw shaft 92/1000".

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, propeller, aft end of stern bush with oil packing gland at aft end of tail shaft, sea cocks and valves with their shell fastenings examined and found in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 2 Main and Auxiliary 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 main boiler centre furnace jacked up and fitted with stiffening rings.

Main engine I.P. cylinder crosshead pin skimmed up and bearing of the same remetalled.

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, E.S. 9.11, R.&M.S. 9.11, or 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

\*LMC 5.31.

Survey Fee (per Section 28) Yen 225:00 Fees applied for 20/5/1931.

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

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

Committee's Minute TUE. 18 JUN 1931 Engineer Surveyor to Lloyd's Register of Shipping.

Assigned + dmb 5.31 Lloyd's Register Foundation

CERTIFICATE WRITTEN.

510-185

If so, is the Report sent now, or when will it be sent?

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

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