

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

No. 5905

(Received at London Office 3 DEC 1927)

Date of writing Report 4/11/1927 When handed in at Local Office Tama. Port of Kobe.

No. in Reg. Book 36586 Survey held at Tama. Date, First Survey 14/10/27 Last Survey 29/10/1927 (No. of Visits Four.)

on the Machinery of the ~~Wood~~ Iron or Steel SINGLE SCREW STEAMER TENPAISAN MARU

Tonnage { Gross 5019
Net 2638 Vessel built at Sunderland By whom J.L. Thompson & Son, Ld. When 1911 7 mo.

Nominal Horse Power { 417 NHP Engines made at Stockton. By whom Blair & Co. Ld. When 1911

No. of Main Boilers 3 SB Boilers, when made (Main) 1911 (Donkey) --

No. of Donkey Boilers -- Owners Mitsui Bussan Kaisha, Ltd. Owners' Address (if not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers 180 Lbs. Managers (Donkey) -- Port Kobe. Voyage --

in Donkey Boilers -- If Surveyed Afloat or in Dry Dock Both (State name of Dock.) No. 1 Tama.

Last Report No. --- Port ---

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

CHARACTER. for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1	10, 26	*LMC 10, 26 TS (CL) N10, 26
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).		
ssKob.No.3-7,23.		

Periodical Surveys, when held, must be reported in detail and scriptum 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 details 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 See attached copy.

Is a damage report made by anyone else? If so, by whom? --

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

Do. " " Donkey " " " " --

Is work not done, state for what reasons? --

What parts of the Boilers could not be thus thoroughly examined? --

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? --

Does the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 181 Lbs.

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

Does the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? --

Does the Surveyor examine the drain plugs of the Main Boilers? --, and of the Donkey Boiler? --

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

Has the propeller 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 the 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? --

What is the distance between lignum vitae or packing of stern bush and top of after bearing of screw shaft? 3/32".

Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete.

DONE:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

All cylinders, pistons, valves and their faces and rods, crank, thrust and tunnel shafting, condenser, pumps and piping examined and found or now placed in good condition.

The Steam and Feed Pipes were tested by hydraulic pressure to 1½ times W.P., and the copper Main and Feed Pipes were annealed before testing.

The three Main Boilers were examined over all parts with doors, mountings and safety valves all found or now placed in good condition. safety valves adjusted under steam as stated above.

DEFECTS DUE TO DAMAGE stated caused by the propeller striking floating logs at Nagoya on the 7th October 1927. One bronze propeller blade removed, faired and refitted.

DEFECTS DUE TO WEAR AND TEAR:- M.P. & L.P. piston rods skimmed up.
H.P. piston valve chest bored out. P.T.O.

General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel are in a good condition and eligible in my opinion to be continued as classed with fresh record of 10-27.

(per Section 88) Yen 225:00

Repair Fee (if any) Yen 50:00

Expenses, Yen 20:00

(See Hull Report)

FRI. 9 DEC 1927

Committee's Minute + sub 10, 27

CERTIFICATE WRITTEN

Fees applied for 29/10/1927

Received by me, ---

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W558-0097

*7.7.27. due 7.27. B.S. due 10.27. Lued
Crank shaft lifted & small repairs
effected.*

*In case of damage through striking
logs, no propeller work failed.*

*It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 10.27*

[Signature]
5/12/27.

All pump plungers skimmed up.
Crank shaft lifted and realigned.
Minor repairs to boilers carried out.
A few ballast bilge pipes repaired and a few renewed.

W.K.

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

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.