

No. 3402

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

(Received at London Office)

THU. OCT. 12 1922

Writing Report Sept. 12th 1922 When handed in at Local Office

Port of K O B E

Survey held at Mukaishima Date, First Survey Sept. 1st Last Survey Sept. 6th 1922
(No. of Visits Two)

on the Machinery of the Wood, Iron or Steel S/S "TENSHO MARU"

Gross 3186 Vessel built at Osaka By whom Osaka Iron Works When 1916 - 12
Net 1987

Engines made at " By whom " " " When 1916

Main Boilers 2 Boilers, when made (Main) 1916 (Donkey) —

Donkey Boilers — Owners Koichiro Koguma Port Amagasaki Voyage

Pressure 180 If Surveyed Afloat or in Dry Dock Mukaishima Dock
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years Assigned and now expired.	Machinery and Boiler Surveys (including date of N.E., if any).
* for Special Survey. Date of last Survey and of Periodical Surveys.		
* 100 A1 9,21		* LMC 9,21
SS Kob.No.1-21		T.S. CL 9,21

Report No. Port

Particulars of Examination and Repairs (if any) L.M.C.

At Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of 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.

In 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 not?

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

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

" Donkey " " "

If not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor 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? —

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

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

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

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?

If so, state reasons

Shaft now fitted new? 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 between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Tail shaft down 1/8"

If not complete state what arrangements have been made for its completion and what remains to be done?

DONE:- Vessel placed in dry dock. Propeller, end of stern tube, sea valves and their fastenings examined and placed in good order.

All main engine, cylinders, pistons, rods, faces, pumps, connections, condenser, inboard shafting and pumping arrangement examined and placed in good order.

The Two Main Boilers, with their doors, mountings, and safety valves examined internally and externally and found or now placed in good condition.

The safety valves adjusted under steam as stated above.

No Repairs.

General Observations, Opinion, and Recommendation:—

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

The machinery and boilers of this vessel are now in good condition and eligible in my opinion to remain as classed with fresh record of * LMC 9-22.

Fees applied for Sept. 12, 22

Age or Repair Fee (if any) See Hull Report.
Expenses (if chargeable)

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

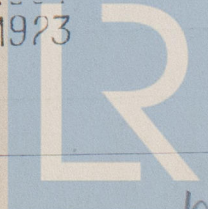
FRI. 20 OCT. 1922

TUE. 6 NOV. 1923

ed

+ LMC 9-22

CERTIFICATE WRITTEN



Lloyd's Register Foundation

P.S. due 12.22 held smch.
Examined.

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.

*It is submitted that
this vessel is eligible for
THE RECORD. + LMC 9.22.*

Adm.
13/10/22

RECEIVED

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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