

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

17th OCT. 12 1922

(Received at London Office)

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

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 of Boilers 180 If Surveyed Afloat or in Dry Dock Mukaishima Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Key Boilers — (State name of Dock.)

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

Report No. — Port —

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

At Surveys, when held, must be reported in detail and seriatim 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 account 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.

Where 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 used? 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? —

If any parts of the Boilers could not be thus thoroughly examined? —

Were 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? 180 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 the 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 been 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? —

What is the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? Tail shaft down 1/8"

If the machinery is 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 state 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.

per Section 29) Yen 165.00 Fees applied for Sept. 12 1922

Age or Repair Fee (if any) — Received by me, —

Expenses (if chargeable) see Hull Report.

Signature of Surveyor: S. S. Weston Engineer Surveyor to Lloyd's Register of Shipping.

Date: FRI. 20 OCT. 1922 TUE. 6 NOV. 1923

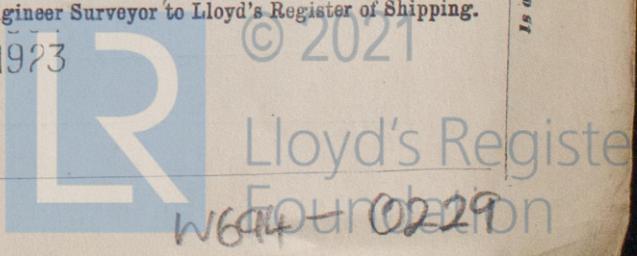
Signature of Shipowner: —

Signature of Surveyor: —

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

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

CERTIFICATE WRITTEN



*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.*

*AD  
13/10/22*

RECEIVED

RECEIVED

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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