

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

(Received at London Office)

9 SEP 1941

Date of writing Report 1st July 41 When handed in at Local Office 1/7 1941 Port of Kobe
 No. in Survey held at Innoshima Date, First Survey 7/6/41 Last Survey 25/6 1941
 Reg. Book. 4436 on the Machinery of the Wood, Iron or Steel S/S "TAMAHOKO MARU"
 Tonnage { Gross 6780 Vessel built at Harima By whom Harima Dockyard Co. Ltd. When 1919, 3 mo.
 Net 5056 Engines made at Harima Kobe By whom Harima Dockyard Co. Ltd. When 1919
 Nominal Horse Power 555 NHP Boilers, when made (Main) 1919 (Donkey) --
 No. of Main Boilers 3SB Owners Kaiyo Kisen K.K. Owners' Address Kobe Voyage --
 No. of Donkey Boilers -- Managers (Yamashita Kisen KK Mgrs) Port Kobe
 Steam Pressure in Main Boilers 190 lbs If Surveyed Afloat or in Dry Dock Both
 in Donkey Boilers -- (State name of Dock.) Innoshima Dock.

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

CHARACTER (for Special Survey Date of last Survey and of Periodical Surveys.)	Machine and Boiler Surveys (including date of N.E. if any)
*100A1 shelter deck with freeboard 5,40.	*LMC 6,40 TS(CL) 5,40
ssKob.No. 3-8,37.	

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.

On 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

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

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? --

State latest date of internal examination of each boiler June 1941. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 190 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 Boilers? --

Did the Surveyor examine the drain plugs of the Main Boilers? -- and of the Donkey Boilers? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers? --

Has screw shaft now been drawn and examined? -- 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 -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

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 date of examination of Screw Shaft -- State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8" Is electric light and/or power fitted? Yes.

Engine parts, when referred to by numbers, should be counted from forward. Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

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, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

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

The Steam Pipes were tested by hydraulic pressure to 2 times W.P., and the copper steam pipes were annealed before testing.

Electric Installation megger tested, switchboard and fuses examined and found or now placed in good condition, installation afterwards tested under working conditions with satisfactory results.

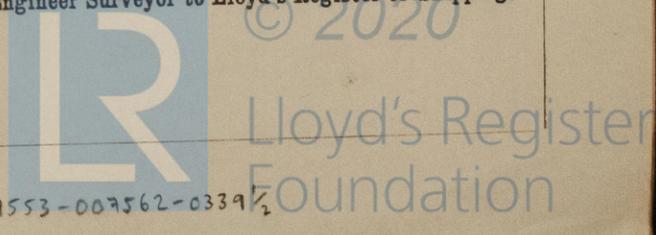
(Continued)

General Observations, Opinion, and Recommendation:— The Machinery and Boilers of this
 (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, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)
CS 2,34,
 vessel are in good condition and eligible in my opinion to be continued as classed with fresh record of *LMC 6, 41

Survey Fee (per Section 29) Yen : 240.00 Fees applied for 1/7/41
 Special Damage or Repair Fee (per Section 29) Yen 40.00
 (Electrical Survey) (See H&I Report)
 Travelling expenses (if chargeable) 19

A.A. ...
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 26 SEP 1941
Assigned 6.41



The 3 Main 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:-

H.P. cylinder rebored (new dia. 27 $\frac{1}{4}$ ") and piston rings - renewed.

L.P. piston rings - renewed.

H.P. crank pin brasses - retalied.

L.P. crank pin skimmed up and upper brass - retalied.

L.P. crosshead brasses - retalied.

H.P. ahead guide shoe - retalied.

Main feed pump suction valve chest - renewed.

13 K.W. dynamo engine governor valve - renewed.

Fan engine piston rings - renewed.

General service pump water cylinder liners and piston rings - renewed.

5 small stays in boilers - renewed.

2 smoke tubes and 2 stays tubes in boilers - renewed.

Electric cables:- About 350 meters lead covered wire and 40 meters armoured wire - renewed.

Other minor repairs and adjustments carried out. *U.A.*



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N^o 1 due 8.41 held

repairs done.

It is submitted that
this vessel is eligible for
THE RECORD. HMC 641

N^o 1 Pay 27/4.

[Signature]

22/9/41



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