

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

(Received at London Office)

= 7 AUG 1941

Date of writing Report 31st May 1941 When handed in at Local Office 2/6/41 Port of Kobe
 No. in Reg. Book. 84514 Survey held at Tama Date, First Survey 26/4/41 Last Survey 15/5 1941
 on the Machinery of the ~~XXXXXX~~ Steel S/S "TATEISI MARU" (No. of Visits 3)
 Tonnage { Gross 3801 Vessel built at Yokohama By whom Yokohama Dock Co. Ltd. When 1922, 9 mo.
 Net 2351 Engines made at Yokohama By whom Yokohama Dock Co. Ltd. When 1922
 Nominal Horse Power { 351 NHP Boilers, when made (Main) 1922 (Donkey) --
 No. of Main Boilers 2SB Owners Ukon Shoji K.K. Owners' Address --
 No. of Donkey Boilers -- Managers -- Port Kobe Voyage --
 Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both
 in Donkey Boilers -- (State name of Dock.) Tama Dock.

Last Report No. -- Port --Particulars of Examination and Repairs (if any) LMC, TS AND SRL.

Periodical Surveys, when held, must be reported in detail and serially 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

" " Donkey " " " --

Was this 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? --

State latest date of internal examination of each boiler May 1941

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 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? --

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

Is shaft now been changed? -- If so, state reasons --

Is 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 May 1941 State the distance between lignum vitae ~~XXXXXX~~ of stern bush and top of after bearing of screw shaft Close.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~XXXXXX~~ fitted? Yes.

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

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

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

WORK 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.

Tail Shaft with continuous liner examined and found 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 2 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:-

Stern tube bush lower half - rewooded.

Other minor repairs effected.

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, E.S. 2, 11, B.S. 2, 11, L.M.C. 2, 11, or L.M.C. 140 lb., F.D., &c.)

Vessel are in good condition and eligible in my opinion to be continued as classed with fresh

record of L.M.C. 3, 41. and Tail Shaft (CL) seen 5, 41.

Survey Fee (per Section 29) Yen 240.00 Fees applied for 22/5 1941
 Special Damage or Repair Fee (if any) X Received by me, --
 Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute FRI. 29 AUG 1941

Assigned + L.M.C. 5.41

Hamada
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

007754-007761-0143

BS due 1.41 held.
Machinery & screw shafts also
examined.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 5-41.
S. 5-41.

LH
26/8/41.



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