

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

(Received at London Office MAR 10 1941)

Date of writing Report 28/1/41 When handed in at Local Office 28th Jan 1941 Port of Kobe
No. in Survey held at Kobe Date, First Survey 30/11/40 Last Survey 21/1/1941
(No. of Visits Three)

4451 on the Machinery of the ~~Wood Iron or Steel~~ T.S.S. "TAMON MARU No. 5"
Gross 5261 Vessel built at Nagasaki By whom Mitsubishi Zosen Kaisha, Ltd. When 1911 4mo.
Net 3206 Engines made at Nagasaki By whom Mitsubishi Zosen K.K. When 1911
Nominal 578 NHP Boilers, when made (Main) 1911 (Donkey) --
Horse Power of Main Boilers 3 SB Owners Hatiuma Kisen Kabusiki Kaisya Owners' Address
(if not already recorded in Appendix to Register Book.)
Port Nisinomiya Voyage
of Donkey Boilers -- Managers
Steam Pressure
Main Boilers 200 lbs if Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Mitsubishi Dock
Donkey Boilers -- Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Previous Report No. Port
Particulars of Examination and Repairs (if any) LMC

Periodical surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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.
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

CHARACTER	Date of last Survey and of Periodical Surveys	Machine and Boiler Surveys (including date of N.B. if any)
*100A1	11,39	*LMC 11,39
		TS(CL)P 8,38
		S 10,39
ssOsa. 2nd No. 3-8, 34.		
ssKob. No. 1-38.		

As 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 " " " " --

If this was 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? --

Latest date of internal examination of each boiler December, 1940. 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? 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? --

Has screw 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 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? --

Date of examination of Screw Shaft -- State the distance between lignum vitae ~~or KROKONOLIN~~ of stern bush and top of after bearing of screw shaft S. 3.2 m/m.
P. 4 m/m.

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

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

Has 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, P & S propellers, aft end of stern bushes, 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 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:-
Minor repairs and adjustments carried out.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel (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.S.M.S. 9,11, *L.M.C. 9,11, or *LMC 140 lb., F.D., &c.)
is in good condition and eligible, in our opinion, to be continued as classed with fresh record of M.C. 1. 41.

Survey Fee (per Section 29) Yen 240:00 Fees applied for 22/1/1941
Special Damage or Repair Fee (if any) (per Section 29.) £ -- --
Travelling expenses (if chargeable) (See Hull Report)

Received by me, K. Takemura
19
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 18 MAR 1941
Assigned + LMC 1. 41



Insert Character of Ship and Machinery Precisely as in the Register Book

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

DS due 11.40 held.
Machinery also examined.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 1.41.

W
13/3/41.



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