

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 ~~Book's Iron~~ Steel T.S.S. "TAMON MARU No. 5"

nnage { Gross 5261 Vessel built at Nagasaki. By whom Mitsubishi Zosen Kaisha, Ltd. When 1911 4mo.
Net 3206

ominal { 578 NHP Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1911.
orse Power

. of Main Boilers 3 SB Boilers, when made (Main) 1911. (Donkey) --

. of Donkey Boilers -- Owners Hatsuma Kisen Kabusiki Kaisya. Owners' Address
eam Pressure -- Managers (if not already recorded in Appendix to Register Book.)
n Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both Port Nisinomiya. Voyage
n Donkey Boilers -- (State name of Dock.) Mitsubishi Dock.

ast 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 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.

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

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

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

" " Donkey " " " "

this was not done, state for what reasons?

d what parts of the Boilers could not be thus thoroughly examined?

o 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?

te latest date of internal examination of each boiler December, 1940. Present condition of funnel(s) Good.

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

d the Surveyor examine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --

d the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. , and of the Donkey Boilers? --

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

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

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? --

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

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? --

e date of examination of Screw Shaft -- State the distance between lignum vitae ~~or Ketchikan~~ 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 ~~and~~ fitted? Yes.

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

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

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

W DONE:- Vessel placed in dry dock, P & S propellers, aft end of stern bushes, sea cocks and valves

th their shell fastenings examined and found or now placed in good condition.

All cylinders, pistons, valves, and rods, crank, thrust and intermediate shafting,

ndensers, pumps, piping and pumping arrangements examined and found or now placed in good

ndition.

The 3 Main Boilers were examined over all parts with doors, mountings and safety valves

d found or now placed in good condition. Safety valves adjusted under steam as stated above.

PAIRS 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

L.M.C. 140 lb., F.D., &c.)

in good condition and eligible, in our opinion, to be continued as classed with fresh record of

L.M.C. 1. 41.

Survey Fee (per Section 29) Yen 240:00 Fees applied for 22/1/41.

Special Damage or Repair Fee (if any) £ -- -- Received by me, 19

Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute TUE. 18 MAR 1941

Assigned + LMC 1. 41

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

008168-008176-0086

BS due 11.40 held.
Machinery also examined.

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

Handwritten:
LH
13/3/41.



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