

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

(Received at London Office -1-111)

Date of writing Report 11/12/40. When handed in at Local Office 14th Dec. 1940 Port of Kobe.

No. in Reg. Book 84518 Survey held at Harima. Date, First Survey 13/11/40 Last Survey 2/12/1940.
(No. of Visits Four.)

84518 on the Machinery of the ~~XXXXXXXXXX~~ Steel S/S "TATIBANA MARU". (P)

Tonnage { Gross 6522 Vessel built at Harima. By whom Kobe Steel Works, Ltd. When 1921 6mo.
Net 3863 Engines made at Kobe. By whom Kobe Steel Works, Ltd. When 1921.

Nominal Horse Power 560 NHP Boilers, when made (Main) 1921 (Donkey) --

No. of Main Boilers 3 SB Owners Asahi Sekiyu Kabushiki Kaisha. Owners' Address Port Tokyo. Voyage --
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers -- Managers --

Steam Pressure in Main Boilers 200 lbs. if Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Harima Dock.

in Donkey Boilers --

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.	Machinery and Boiler Surveys (including date of N.B. if any)
*100A1	2,40	*LMC	2,40
		TS(CL)	1,40
Carrying Petroleum in bulk.			
Fitted for oil fuel 6,21 F.P. above 150°F.			
ssKob.No.3-8,34.			
ssKob.No.1-38.			

Last 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.)

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 " " " " " " --

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 November, 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? --

State date of examination of Screw Shaft -- State the distance between lignum vitae ~~XXXXXXXXXX~~ of stern bush and top of after bearing of screw shaft 1 1/8".

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

If so, 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? --

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 in good condition.

All cylinders, pistons, valves, and rods, crank, thrust and intermediate shafting, condenser, 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 in good condition. Safety valves adjusted under steam as stated above.

The oil fuel burning installation of boilers examined under working condition and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:- (New dia:- 1,147 m/m). Main Engine - (L.P. cylinder liner bored out and piston packing rings - renewed. (P.T.C.).

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.)

are in good condition and eligible, in my opinion, to be continued as classed with fresh record of **L.M.C. 12, 40.**

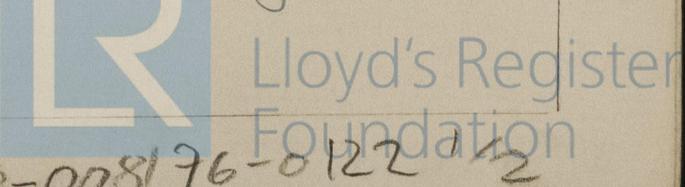
Survey Fee (per Section 29) Yen 240:00 Fees applied for 2/12/1940

Special Damage or Repair Fee (if any) -- Received by me, 14/12/1940

Travelling expenses (if chargeable) (see Hull Report)

Committee's Minute FRI. 7 FEB 1941
Assigned + dmb. 12. 40

K. D. Takedaya
Engineer Surveyor to Lloyd's Register of Shipping.



00848-008176-0122

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

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



This Certificate is to be issued only if the vessel is found to be in good condition and eligible for the class to which it is assigned.

WEAR AND TEAR REPAIRS:-

Main Boilers:-

Starboard Boiler:-

9 smoke tubes, 5 stay tubes, 2 screw stays and 35 screw stay nuts-renewed.

Port Boiler:-

22 screw stay nuts - renewed.

Centre Boiler:-

19 screw stay nuts - renewed.

On completion of the above repairs, tested under steam working pressure and found in good condition.

Other minor repairs and adjustments effected. K. J.



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008168-008176-0122

B. dec 2.41 held

Survey held on engine and
minor repairs effected

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

+ Linc. 1240

Ym

5.2.41

Amount due of 1. P. 4/8
to 45/8.



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