

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

(Received at London Office AUG -5 1940)

Date of writing Report 28th June 1940 When handed in at Local Office 28th June 1940 Port of SHIMONOSEKI

Survey held at KASADO Date, First Survey 25th May Last Survey 25th June 1940

on the Machinery of the ~~Steel~~ Steel Twin Screw Motor Vessel "TAIZIN MARU" (No. of Visits 3)

Gross 5155 Vessel built at Rotterdam. By whom Wrf. voorh. Rijkee & Co. When 1922
 Net 3642 Engines made at Amsterdam. By whom Werkspoor. When 1922
 Final Power 563 Boilers, when made (Main) / (Donkey) 1922
 Main Boilers / Owners Shimomura Kisen K.K. Owners' Address /
 Donkey Boilers 1 Managers Taiyo Kaiun K.K. Port Hutyu Voyage /
 Pressure- / If Surveyed Afloat or in Dry Dock Both. Particulars of Classification (which must be inserted
 Main Boilers / 100 lbs (State name of Dock.) precisely as in Register Book & Supplements).

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage repairs.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 names and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined. Offered & but Not required.

Has a damage report made by anyone else? If so, by whom? Teikoku Kaiji Kyokai.

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

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

Where 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? /

What is the latest date of internal examination of each boiler? / Present condition of funnel(s) /

Did the Surveyor examine the Safety Valves of the Main Boiler? / To what pressure were they afterwards adjusted under steam? /

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? / , 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? / , and of the Donkey Boilers? /

Has the 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 the 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? /

What is the latest 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. /

Engine parts, when referred to by numbers, should be counted from forward. / Is electric light and/or power fitted? /

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 complete, state what arrangements have been made for its completion and what remains to be done. /

Age stated to have been caused by stranding at Kyoma-to, Gjoson (Korea) on the 20th May 1940 whilst on a voyage from Yawata to Chinwangtao.

Repairs due to damage:-

No.1 (P.aft) Dynamo engine slightly shifted.---Engine & crank shaft aligned.

No.1 (P.aft) Generator field coil burnt.-----One field coil rewound & generator megger tested.

General service pump motor. ^{Part} Repaired. (INTER POLE)

General service pump water cylinder, scored.----Water cylinder bored & bucket white metal renewed.

Valve spindle of S.Main Eng.starting air valve broken.----Renewed.

2 H.P.cooler coils of aux.compressor. Renewed.

Starter box of No.5 P.winch cracked,--- Patched.

Main Engine:- 2 holding down bolts broken & renewed, another holding down bolts hammer tested and tightened up. Lubricating oil pipe of main engine broken and repaired.

General Observations, Opinion, and Recommendation:--

(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.)

The machinery of this vessel is in good condition and eligible in my opinion to be continued as

classified without fresh record of survey. Subject to Starboard Tail shaft being examined before the

end of May 1941.

Survey Fee (per Section 29)..... £ : : Fees applied for

Damage or Repair Fee (if any)..... £ : : (per Section 29.) See Hull Rpt.

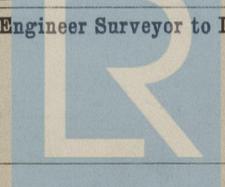
Other expenses (if chargeable)..... £ : : Received by me,

Committee's Minute

Signed As now Subject

FRI 16 AUG 1940

Mr. Kamakura 2020
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

008168-008176-0158

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

CONTINUOUS LINER