

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

(Received at London Office

27 DEC 1928

Date of writing Report 6/12/28. When handed in at Local Office 6/12/28. Port of Kobe.

No. in Reg. Book 72571. Survey held at Harima. Date, First Survey 29/10/28 Last Survey 24/11/28. (No. of Visits Eight.)

on the Machinery of the ~~Wood, Iron or Steel~~ TWIN SCREW (MOTOR VESSEL) "TAIJIN MARU" EX "HALLFRIED"

Tonnage { Gross 5247 Net 3267 Vessel built at Rotterdam. By whom Wrf. voorh Kijkee & Co. When 1922

Nominal Horse Power 563 NHP Engines made at Amsterdam. By whom Werkspoor, -- When 1922.

No. of Main Boilers -- Boilers, when made (Main) -- (Donkey) --

Owners Shimomura Kisen Kabushiki Kaisha. Owners' Address --

No. of Donkey Boilers -- Managers Taiyo Kaiun Kabushiki Kaisha. Port Fuchu. Voyage --

Steam Pressure in Main Boilers -- If Surveyed Afloat or in Dry Dock Both Harima.

in Donkey Boilers --

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC & P & S TS

(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? --

Do. " Donkey " " " Yes

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? --

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? Yes To what pressure were they afterwards adjusted under steam? 102 lbs.

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

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

Did the Surveyor examine all the mountings of the Main Boilers? -- , and of the Donkey Boiler? Yes

Has 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? No

Has shaft now been changed? No 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 the distance between lignum vitae ~~between~~ of stern bush and top of after bearing of screw shaft? P 1/2" : S 1/2"

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. P & S propeellers, bushes, sea cocks and valves with their shell fastenings examined and found in good condition.

P & S Tail Shafts with continuous liner examined and found in good condition.

P & S Engines and all auxiliaries opened up for survey:

All cylinders, pistons, valves covers, reversing gear, crossheads, guides, brasses rods, crank, thrust and tunnel shafting, air compressors, pumps, strainers, and piping examined and found or now placed in good safe working condition.

H.P. & L.P. air receivers examined internally and externally, together with their valves and fittings, oil fuel settling and lubricating oil tanks examined and all found or now placed in good condition.

The Steam and Feed Pipes were tested by hydraulic pressure to 2 times w.P., and the ~~condensing~~ ~~and feed~~ ~~pipes~~ ~~were~~ ~~examined~~ ~~for~~ ~~leakage~~ P.T.O.

General Observations, Opinion, and Recommendation:--The machinery and boiler of this vessel are (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, or L.M.C. 9, 11, 140 lb., F.D., &c.) in good safe working condition and eligible in my opinion to be classed LMC with date of survey 11-28 and notation of Port and Starboard tail shafts (CL) seen 11-28.

Survey Fee (per Section 28) -- Fees applied for 10

Special Damage or Repair Fee (if any) (per Section 28.) -- Received by me, 10

Travelling Expenses (if chargeable) --

(See first Entry Report).

Committee's Minute FRI 11 JAN 1929

Assigned L.M.C. 11-28 cr. Oil Engines TUE 12 AUG 1930

Subject S.H. 11-28 S.R. 100 lb.

H. Buchanan Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

008168-008178-0163

The Donkey Boiler was examined over all parts with doors, mountings and safety valves and all found in good safe working condition.

Safety valves adjusted under steam as stated above.

REPAIRS DUE TO WEAR AND TEAR:-

3 pistons renewed.

All main and auxiliary diesel engine piston rings renewed and air compressor piston rings renewed.

A new 2" dia. twin spring loaded safety valve fitted to donkey boiler.

Motor driven sanitary and fresh water centrifugal pumps fitted in engine room.

N.B.—If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

D.B.S. 11.28.
S. 11.28.

L.M.C. 11.28 C.L

Oil Engines 4 S.C. SA 12 Cy 22 1/2" - 39 3/8"

563 NHP. DB 100 lbs

Subject to the Oil Fuel Selling
Tank connector being fitted
as required by Section 20(E)
of the Rules.

20/11/29

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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