

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

(Received at London Office)

16 JUN 1941

Date of writing Report 31/3/41 When handed in at Local Office 5/4/41 Port of Kobe

No. in Reg. Book 84509 Survey held at Innoshima Date, First Survey 20/2/41 Last Survey 8/3/41
 on the Machinery of the ~~Wood, Iron or Steel~~ S/S "TASMANIA MARU" (No. of Visits Four)

Tonnage { Gross 4106 Net 2520 Vessel built at Kobe By whom Kawasaki Dockyard Co., Ltd. When 1919 lmo

Nominal Horse Power { 356 NHP Engines made at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1919
2 SB Boilers, when made (Main) 1919 (Donkey) --

No. of Main Boilers -- Owners Okada Gumi K.K. Owners' Address (if not already recorded in Appendix to Register Book.)
Osaka Port Osaka Voyage --

No. of Donkey Boilers -- Managers --

Steam Pressure in Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers -- Innoshima Dock.

Last Report No. --- Port ---

Particulars of Examination and Repairs (if any) PART MS, TS, BS & DAMAGE REPAIR.

(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 Dam.Rept. 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.

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

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 February, 1941. 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? Yes. Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

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 date of examination of Screw Shaft Mar. 1941. State the distance between --- bearing metal of stern bush and top of after bearing of screw shaft 8"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light --- 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 Not complete.

NOW DONE: - Vessel placed in dry dock, propeller, aft end of stern bush with oil packing gland at aft end of tail shaft, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

Tail shaft, without liner, examined and found or now placed 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 2 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.

NOTE:- M.S. survey will be completed in November next.

(P.T.O.)

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.&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 B. S. 3, 41. and Tail Shaft (OG) seen 3, 41 now and M. S. (with date) when the survey has been completed.

Survey Fee (per Section 29) Yen 240:00 Fees applied for 14/3/41

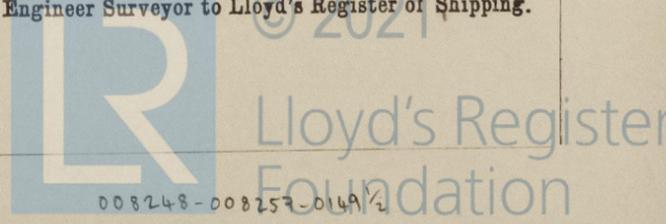
Special Damage or Repair Fee (if any) --- Received by me, 31/3/41

Travelling expenses (if chargeable) (See Hull Report)

A. A. ...
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 4 JUL 1941

Assigned Deferred
BS 3.41



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

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

TO COMPLETE THE SURVEY:-

The steam pipes to be tested.

Electrical installation to be examined and tested under working condition.

REPAIRS DUE TO DAMAGE:- Stated to have been caused by vessel striking some submerged object on the 23rd October, 1939, in the Rhio strait whilst on a voyage from Bintang to Keelung. Damage Report not requested.

The following repairs finally recommended.

One bronze blade - faired in place, cracks cut out and repaired by welding and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-

H.P. crosshead pin skimmed up and bearings adjusted.

M.P. crank and crosshead pins skimmed up and bearings - retalled.

M.P. slide valve rod skimmed up, gland and neck bush - renewed.

Forward Weir's feed pump piston ring - renewed.

Both Weir's feed pump bucket rings - renewed.

Centrifugal pump crank brass, piston ring and slide rod - renewed.

Ballast pump bucket rings - renewed.

Dynamo engine crosshead bearings - renewed.

Electric cables:- about 33 metres armoured wire and about 493 metres of lead covered wire renewed.

Other minor repairs and adjustments carried out. *U.A.*



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CS no 1 due 10.40. To complete in Newber
B. due 12.40 Held Minor wear & tear
repair & adjustment effected

Damage due to Shifting Belmeyer object
Propeller blade repaired.

It is submitted that this
vessel **WILL BE** eligible
for the record. + Leas. 3.41
on completion VB.S. 3.41/1000

S. 3.41

TRM
30.6.41

