

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

(Received at London Office 4 DEC 1941)

Date of writing Report 30th August 1941 When handed in at Local Office 30th Aug. 1941 Port of Kobe
No. in Survey held at Tama Date, First Survey 5/8/41 Last Survey 22/8/1941
Book. 1941 on the Machinery of the ~~XXXXXX~~ Steel M/S "TAKAMISAN MARU" (No. of Visits 4)

Gross 1992 Vessel built at Tama By whom Mitsui Bussan Kaisha When 1928, 6 mo.
Net 1099 Engines made at Tama By whom Mitsui Bussan Kaisha When 1928
Minimum Power 224 NHP Boilers, when made (Main) - (Donkey) 1928
of Main Boilers - Owners Mitsui Bussan Kaisha Ltd. Owners' Address -
of Donkey Boilers 1 Managers - Port - Voyage -
Main Boilers - If Surveyed Afloat or in Dry Dock Both
Donkey Boilers 80 lbs. (State name of Dock.) Tama Dock.

Previous Report No. - Port -
Particulars of Examination and Repairs (if any) COMPLETION LMC(CS), DBS.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials 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

Has 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? --

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

Was this 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? August 1941

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 80 lbs.

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

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? Yes

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 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 5/32"

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done Complete.

WORK 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.

The following parts of main and auxiliary engines opened up, examined, and found or now placed in good condition:-

- Main Engine:-
Nos. 4, 5 & 6 cylinders, pistons, valves, gears and covers.
Nos. 4, 5 & 6 connecting rods with their top and bottom ends.
Nos. 7 & 8 crank shaft journals.

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, E.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
CS 8, 41

Are the vessel and machinery in good condition and eligible in our opinion to be continued as classed with fresh record Yes
L.M.C (C.S.) 8, 41.

Survey Fee (per Section 28) Yen : 120.00 Fees applied for 25/8 1941
Special Damage or Repair Fee (if any) Yen 80.00 (Elec. Survey)
Travelling expenses (if chargeable) (See Hull Report)
Received by me, N. A. Ima.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 19 DEC 1941
Assigned Tama 8.41
3.40
S.S. 8.41
Lloyd's Register Foundation
008248-008257-0161/2

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

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

Auxiliaries:-

- 66 K.W. auxiliary generator engine - complete with compressor and air bottle.
- Combined F.O. transfer and L.O. pumps.
- Ballast pump.
- Bilge and sanitary pump.
- Feed water pump for donkey boiler.
- Starting air receiver - internally.
- Port injection air bottle - internally.
- Pumping arrangements.
- Starboard F.O. Service tank - internally.

The Donkey Boiler was 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.

S.R.L.:- Dealt with now as stated below.

REPAIRS DUE TO WEAR AND TEAR:-

Main engine Nos. 4, 5 & 6 cylinder heads and main compressor H.P. cylinder head - renewed due to excessive wear.

66 K.W. generator engine - crank shaft skimmed up, all shaft bearings remetalled and alinement adjusted.

Auxiliary air compressor H.P. cylinder head - renewed due to excessive wear.

Port main cooling inlet valve chest - renewed.

Other minor repairs and adjustments carried out. *NA*



L.P. no 3 due 6.40 No completed
for C.S. D.B.S. due 3.41 Shld
Lime Cylinder Cases renewed &
hull repairs

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

+ hull C.S. 8.41

Survey Commend. 1.39 3.40

D.B.S. 8.41

Yours

16.12.41



© 2021

Lloyd's Register
Foundation