

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

(Received at London Office)

No. 1850

Date of writing Report 29th June 41 When handed in at Local Office 1/7/41 Port of Kobe
No. in Reg. Book. 81355 Survey held at Innoshima Date, First Survey 4/6/41 Last Survey 24/6 1941
(No. of Visits 2)

3035 on the Machinery of the ~~WOODY FROCK~~ Steel M/S "TAIHEI MARU"
Gross Tonnage 6285 Vessel built at Tama By whom Mitsui Bussan Kaisha When 1928, 9 mo.
Net Tonnage 3838 Engines made at Copenhagen By whom Mitsui Bussan Kaisha When 1928
(AKT. Burmeister Wain (Donkey))

Nominal Horse Power 473 NHP Boilers, when made (Main) 1928
No. of Main Boilers -- Owners Daido Kaiun K.K. Owners' Address Port Kobe Voyage ---
No. of Donkey Boilers 1 Managers ---

Working Pressure in Main Boilers -- If Surveyed Afloat or in Dry Dock Afloat
(State name of Dock.)
Weight in Donkey Boilers 100 lbs

Last Report No. 11693 Port KOB.

Particulars of Examination and Repairs (if any) PART LMC (CS)

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? ---

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 --- 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 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 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 vitæ 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? ---

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 ---

NOW DONE:- Vessel examined afloat.

It is stated that No.3 (Starboard aft) Auxiliary Oil Engine, crank shaft web cracked at No.2 crank forward web during a voyage from Grace Harbour to Yokohama on the 20th April 1941. The crank web temporarily repaired by fitting with a forged steel band (2 1/2" thick) at Yokohama and proceeded to Innoshima to effect permanent repairs. The engine was overhauled, examined throughout and the crank shaft now renewed, afterwards the engine examined under working condition and found satisfactory.

New crank shaft marked as follows:-
: LLOYD'S :
: NO. 7999 LR :
: S.A. 4.6.41 :

Parts now Examined:- No.3 (Starboard Aft) Auxiliary Oil Engine - throughout

General Observations, Opinion, and Recommendation:-

The Machinery 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 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.A.M.S. & L.M.C. 140 lb., F.D., &c.)

condition and eligible in my opinion to be continued as classed, that the record of (C.S.) 12.40 be retained in the Register Book in the case of this vessel.

Survey Fee (per Section 29) 50.00 Fees applied for 1/7 1941

Special Damage or Repair Fee (if any) --- Received by me, 1/7 1941

Travelling expenses (if chargeable) 15.00

Committee's Minute TUE 30 SEP 1941 FRI 12 JUN 1942

Assigned --- OMIT CLASS ON RE-PRINT.

CHARACTER. (Date of last Survey and of Periodical Surveys.)	CHARACTER. (including date of N.B. if any)
*100A1 10,39 12.40	*LMC (CS) 10,36 10,37 12.40
S.S. Kob No 3-12.40	DBS 10,39 12.40 TS (CL) 10,37 40
S.S. Kob No 2-36	



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

5200-91800-102800

10m.1157-Transfer Ink. (MADE IN ENGLAND.)
The Surveyors are requested not to write on or below the space for Committee's Minute.

