

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

(Received at London Office)

FEB 15 1941

Date of writing Report 20/12/40. When handed in at Local Office 27<sup>th</sup> Dec. 1940 Port of Kobe.

No. in Survey held at Innoshima. Date, First Survey 19/10/40 Last Survey 14/12/1940.  
(No. of Visits Twelve.)

4335 on the Machinery of the ~~Hook Iron~~ Steel M.S. "TAIHEI MARU".

Gross 6285 Vessel built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1928 9mo.  
Net 3838

Engines made at Copenhagen. By whom Akt Burmeistr & Wain. When 1928.

Nominal 473 NHP Boilers, when made (Main) -- (Donkey) 1928.

of Main Boilers -- Owners Daido Kaiun Kabushiki Kaisha. Owners' Address --  
(if not already recorded in Appendix to Register Book.)

of Donkey Boilers 1 Managers -- Port Kobe. Voyage --

eam Pressure -- Main Boilers -- If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted  
Donkey Boilers 100 lbs. (State name of Dock.) Innoshima Dock. precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) COMPLETION OF LMC (CS), DBS & TS.

Periodical Surveys, when held, must be reported in detail and seriatim 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 dates 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

as 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? --

Donkey " " " " " " Yes.

Why 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? --

State latest date of internal examination of each boiler November, 1940. Present condition of funnel(s) Good

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? 100 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 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 date of examination of Screw Shaft Oct. 1940 State the distance between lignum vitae ~~or~~ 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.

If so, 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.

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, propeller, stern bush, sea cocks and valves with their shell

fastenings examined and found or now placed in good condition.

Tail shaft with continuous liner examined and found in good condition.

The following parts of main and auxiliary engines were opened out, examined and found or

now placed in good condition.

Main Engine:- Nos. 1, 2, 3, 4, <sup>5</sup>/<sub>7</sub> & 7 cylinders, pistons, valves, gears and covers.

Nos. 1, 2, 3, 4, 5 & 7 connecting rods and their top and bottom ends.

Nos. 1, 2, 3, 4, 5, 6, 7, 8 & 9 crankshaft journals.

Thrust shaft.

Intermediate shafts. (P.T.O.).

General Observations, Opinion, and Recommendation:— The machinery and donkey boiler of this

(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.S.M.S. 9, 11, L.M.C. 9, 11, or

XLMC 140 lb., F.D., &c.) CS 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40.

vessel are in good condition and eligible, in our opinion, to be continued as classed with fresh

record of XLMC (C.S.) 12, 40, D.B.S. 12, 40 and Tail Shaft (CL) seen 10, 40.

Survey Fee (per Section 29) Yen 205:00 Fees applied for 18/12/1940

Electrical Survey Yen 120:00

Travelling expenses (if chargeable) (see Hull Report) Received by me, 19

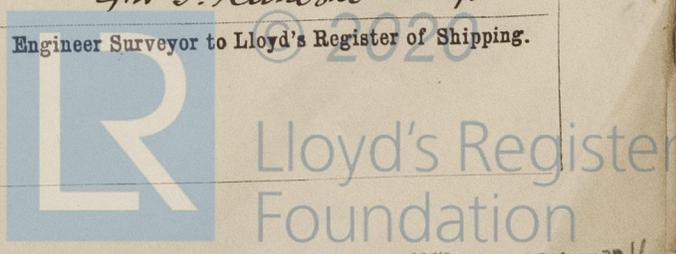
Committee's Minute FRI. 28 FEB 1941

Assigned LMC, C.S. 12-40

12.40

12.40

N. A. ...  
For T. Kumishi & Self.  
Engineer Surveyor to Lloyd's Register of Shipping.



Main air compressor:- complete.

Auxiliaries:-

No.1 (Port) and No.2 (Starboard Forward) Auxiliary Oil Engines:-  
complete with compressors and air bottles.

Forward starting air receiver - internally.

No.3 (Aft) injection air bottle for main engine - internally.

Starboard oil fuel settling tank - internally.

Combined lubricating oil and jacket cooling pumps.

Combined spare lubricating oil and oil fuel transfer pumps.

Feed water pump for donkey boiler.

Independent bilge and sanitary pump.

Main engine driven bilge and sanitary pump.

Emergency hand air compressor.

Pumping arrangements examined and found in good condition.

The steam pipes examined in place and found in good condition.

Electric Installation megger tested, switchboard and fuses examined and found or now placed in good condition, installation afterwards tested under working conditions with satisfactory results.

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.

The oil fuel installation for donkey boiler examined under working condition and found in order.

S.R.L.:- Nos.1 & 2 auxiliary oil engine crank shafts have now been renewed. The restriction may be removed from the Special Reasons List.

REPAIRS DUE TO WEAR AND TEAR:-

Main air compressor H.P. cylinder and piston renewed due to excessive wear.

Main engine Nos.1 to 7 piston rings - renewed.

Nos.1 & 2 auxiliary oil engine crank shafts renewed as stated above and all crank brasses remetalled.

Both cylinder heads of No.1 auxiliary oil engine and aft cylinder head of No.2 auxiliary oil engine renewed due to excessive wear in liners.

Electric cable:- about 61 metres of armoured wire and 124 metres of lead covered wire - renewed.

New crank shafts of auxiliary engine marked as follows:-

No.1 Auxiliary Engine.

: A - 9193-2/4-1 :  
: LLOYD'S :  
: No.7831 LR :  
: S.A. 15-11-40 :

No.2 Auxiliary Engine.

: A - 135 - 1 :  
: LLOYD'S :  
: No.7784 LR :  
: T.K. 12-11-40 :

Other minor repairs and adjustments carried out. S.A.

It is submitted that  
this vessel is to be  
THE RECORD.

No 3 completed

Crank shafts of 2 New oil Syps renewed

thru at 12.40  
12.40

at 10.40

Chaque No 37.

Delete Special  
Condition

26/8/41

See  
Shumway's Rept 26/8/41

The steamers chocked by the port steam engine cooled  
state why the shaft were cooled  
was renewed. The cost of compressed air  
was estimated to be 10.40. It is required by Rule to be  
done when the work is done.



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