

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

(Received at London Office 27 OCT 1941)

Date of writing Report 26th July 41 When handed in at Local Office 26/7/41 Port of Kobe

No. in Reg. Book 33027 Survey held at Innoshima Date, First Survey 4/7/41 Last Survey 19/7 1941 (No. of Visits 4)

on the Machinery of the ~~Wasa Iron Works~~ S/S "TAIBUN MARU"

Tonnage Gross 6581 Net 4099 Vessel built at Osaka By whom Osaka Iron Works Ltd. When 1920, 5 mo.

Nominal Horse Power 552 NHP Engines made at Osaka By whom Osaka Iron Works Ltd. When 1920

No. of Main Boilers 3SB Owners Shimomura Kisen K.K. Owners' Address (if not already recorded in Register Book.)

No. of Donkey Boilers -- Managers Saiyo Kaiun K.K. Port Hasidate. Voyage

Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both Innoshima Dock. 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.

(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 --

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 July 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? 180 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? -- 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 vitae 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? --

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, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condensers, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 3 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:- LMC Survey will be completely carried out in January next.

REPAIRS DUE TO WEAR AND TEAR:- H.P. crank pin brass - remetalled.

(Continued)

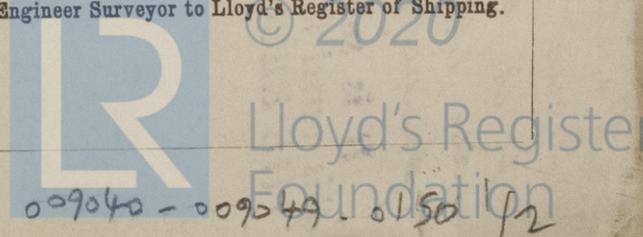
General Observations, Opinion, and Recommendation:- The Machinery and Boilers of this vessel are in good condition and eligible in my opinion to be continued as classed with fresh

record of L.M.C. 7, 41.

Survey Fee (per Section 29) Yen :240.00 Fees applied for 23/7 1941
Special Damage or Repair Fee (if any) (per Section 29) X
Travelling expenses (if chargeable) X (See Hull Report)

Received by me, N.A. ...
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned



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

If so, to be sent to

CERTIFICATE WRITTEN

009040 - 009549

H.P. piston rings and ahead guide bar - renewed.

2 main feed pump plungers - renewed.

Dynamo engine cylinder block - renewed due to cranking at column.

Centrifugal pump impeller - renewed.

Steering engine both main bearings - remetalled.

7 small stays in boilers - renewed.

Electric Cable:- About 350 meters armoured wire - renewed.

Other minor repairs and adjustments carried out. *H.H.*

*BS due 5.41.
Engines also examined.
It is stated that the SS No. 2
due 1.41 will be here in
January next.*

*It is submitted that
this vessel is eligible for
THE RECORD, T.L.M.C. 74.*

*L.H.
9/11/41.*



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