

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

(Received at London Office)

FEB 15 1941

Date of writing Report 19/12/40 When handed in at Local Office 19th Dec 1940 Port of Kobe.

Survey held at Innoshima. Date, First Survey 22/11/40 Last Survey 14/12/1940.  
(No. of Visits Four.)

on the Machinery of the ~~Woods~~ Steel S/S "TAIAN MARU".

Gross 5655 Vessel built at Seattle, Wash. By whom Skinner & Eddy Corpn. When 1916 12mo.  
Net 4326 Engines made at Schenectady, N.Y. By whom General Electric Co. When 1916.

Power 477 NHP Boilers, when made (Main) 1916. (Donkey) --  
Main Boilers 3 SB Owners Shimomura Kisen Kaisha, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Donkey Boilers -- Managers Taiyo Kaiun Kab. Kaisha. Port Hashidate. Voyage --  
Pressure in Boilers 190 lbs. if Surveyed Afloat or in Dry Dock Both  
Donkey Boilers -- (State name of Dock.) Innoshima Dock.

Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) LMC & DAMAGE

Special Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature and extent 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 a being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Special cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined Damage-Report - declined.

Has a special damage report been made by anyone else? If so, by whom? --

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

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

Were any parts of the Boilers not thus thoroughly examined? --

Were any 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 was the 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? Yes. To what pressure were they afterwards adjusted under steam? 190 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 the main shaft now been drawn and examined? No 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 main shaft now been changed? -- If so, state reasons --

Has the main 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 was the distance between lignum vitae ~~of~~ of stern bush and top of after bearing of screw shaft? 5/32".

Were any engine parts, when referred to by numbers, should be counted from forward? -- Is electric light ~~and~~ and fitted? Yes.

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.? --

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

NOTE:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with shell fastenings examined and found or now placed in good condition.

Turbines with double reduction gearing opened up for survey:-

Turbine casing (upper half) rotor, rotor discs, blading and rotor shafting, thrust and axial shafting, condenser, 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 found or now placed in good condition. Safety valves adjusted under steam as stated above.

Oil fuel burning installation has never been used since last few years and will not be used in future. (P.T.O.).

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. 140 lb., F.D., &c.)

subject to oil fuel installation not to be used until it has been surveyed.

L.G. 12, 40.

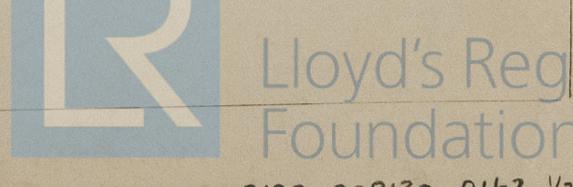
Fee (per Section 29) Yen 225:00 Fees applied for 18/12/1940  
Damage or Repair Fee (if any) (See Hull Report)  
Expenses (if chargeable) (See Hull Report) Received by me, 19

Committee's Minute TUE. 4 MAR 1941

Signed + durl. 12.40

Original

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



Subject to the oil fuel installation not being used

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

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

REPAIRS DUE TO DAMAGE stated to have been caused by the propeller striking a wooden lighter on the 18th, June, 1940, at Wakamatu, whilst shifting berth. (Damage Report not required.)

Propeller (Built up, bronze 4 bladed).

3 blades slightly bent at tip and faired in place.

REPAIRS DUE TO WEAR AND TEAR:-

General service pump water cylinder block - cracked and now renewed.

Steering engine cylinder block found fractured and new renewed.

Aft feed pump water cylinder liner - renewed.

15 condenser tubes - renewed.

Centre furnace goose neck in port and starboard boilers corroded now cut out and built up by E.W. (about 2'-0", in length each) and found satisfactory.

Main stop valve box on starboard boiler cracked and now renewed.

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



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Ex A examined

It is submitted that  
this vessel is eligible for  
THE RECORD, June 12. 40

Subject to the oil fuel  
installation not being  
used.

BSA  
26/2/40



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