

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

(Received at London Office)

FEB 15 1941

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

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

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

Gross 5655
Net 4326
Horsepower 477 NHP
Main Boilers 3 SB
Donkey Boilers --
Pressure in Boilers 190 lbs
Donkey Boilers --

Vessel built at Seattle, Wash. By whom Skinner & Eddy Corpn. When 1916 12mo.
Engines made at Schenectady, N.Y. By whom General Electric Co. When 1916.
Boilers, when made (Main) 1916. (Donkey) --
Owners Shimomura Kisen Kaisha, Ltd. Owners' Address (If not already recorded in Appendix to Register Book.)
Managers Taiyo Kaiun Kab. Kaisha. Port Hashidate. Voyage --

If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Innoshima Dock.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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 examinations and subsequent repairs. Repairs on the machinery (the cause of which must be stated) should be separated from repairs due to other causes; and 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.

Age 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 damage report made by anyone else? If so, by whom? --

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

Donkey " " " " --

Was not done, state for what reasons? --

At parts of the Boilers could not be thus thoroughly examined? --

At 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? --

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

Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 190 lbs.

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

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

Surveyor examine the drain plugs of the Main Boilers? -- , and of the Donkey Boilers? --

Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boilers? --

Has 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 shaft now been changed? -- If so, state reasons --

Has 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? --

Date of examination of Screw Shaft -- State the distance between lignum vitae on bearing 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.

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? --

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? --

Survey is not 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 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.G. 12, 40. subject to oil fuel installation not to be used until it has been surveyed.

Fee (per Section 29) Yen 225:00 Fees applied for 18/12/1940

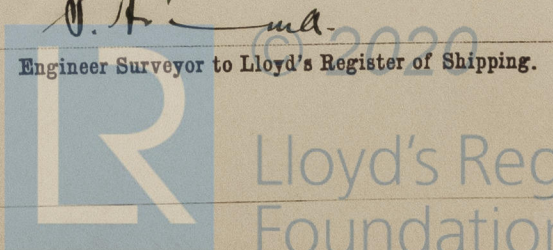
Damage or Repair Fee (if any) (See Hull Report) Received by me, 19

Expenses (if chargeable) (See Hull Report)

Committee's Minute TUE. 4 MAR 1941

Signed + L. C. 12, 40

Engineer Surveyor to Lloyd's Register of Shipping.



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 now renewed.

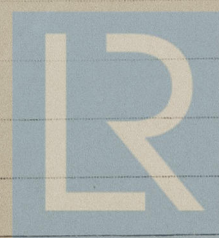
Aft feed pump water cylinder liner - renewed.

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.

GA
26/2/41



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