

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

(Received at London Office)

Date of writing Report 29/8/ 1939. When handed in at Local Office 7th Sept. 1939. Port of Kobe.

No. in Reg. Book. Survey held at Innoshima. Date, First Survey 9/8/39 Last Survey 26/8/ 1939. (No. of Visits Six.)

84440 on the Machinery of the ~~Woolston~~ Steel S/S "TAIAN MARU".Tonnage { 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.

Nominal Horse Power 477 NHP Boilers, when made (Main) 1916. (Donkey) --

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

No. of Donkey Boilers -- Managers Taiyo Kaiun Kabushiki Kaisha. Port Hasidate. Voyage

Steam Pressure in Main Boilers 190 lbs If Surveyed Afloat or in Dry Dock Both Innoshima Dock.

in Donkey Boilers --

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC, TS & DAM.

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.

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 Damage Report -declined.

Has 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.

Do. " Donkey " " " --

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? --

What was the latest date of internal examination of each boiler August 1939. Present condition of fittings - 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 Boiler? --

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

Has the 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 the 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? --

What was the date of examination of Screw Shaft Aug. 1939. State the distance between lignum vitae of stern bush and top of after bearing of screw shaft Good fit.

Is electric light fitted? YES. Complete.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

W 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.

Turbines with double reduction gearing opened up for survey:-

Turbine casings, rotors, rotor discs, blading and rotor shafting, thrust and tunnel shafting, condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

Electrical 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 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.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel (P.T.O.) are in good condition and eligible, in our opinion, to be continued as classed with fresh record of

M.C. 8, 39. and Tail Shaft (CL) seen 8,39. (See note re. Oil fuel notation).

Fee (per Section 29) Yen 260:00

Electrical Survey Yen 60:00

Boiler Repair Fee (if any) (per Section 29)

Other expenses (if chargeable) (See Hull Report).

Fees applied for 28/8/ 1939

Received by me, 19

For T. Kunishi & Co.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 24 OCT 1939

Signed + Lmb. S. J. G. Hughes

CERTIFICATE WRITTEN.

009122-009130-0168

Lloyd's Register Foundation

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

NOTE:- Oil fuel burning installation has never been used since last few years and will not be used in future. It is recommended the notation be deleted.

REPAIRS DUE TO DAMAGE stated caused by propeller striking some submerged object on the 3rd January 1939, whilst on a voyage (Ports not stated).

2 bronze propeller blades found bent at tips - bent parts 8" x 3" of one blade and 21" x 5" of the other blade - cut out and new pieces welded in.

Tail shaft drawn in and examined as stated above.

REPAIRS DUE TO WEAR AND TEAR:-

Stern bush upper half - re-wooded.

Both feed pump water cylinder piston rings - renewed.

Boiler tubes - 4 stay tubes and 40 plain tubes - renewed.

Centre Boiler - Centre furnace goose neck found cracked - crack cut out and electrically welded.

Centre Boiler shell plate was found cracked at the gas out edge of the hole for the auxiliary steam stop valves as shown in the attached sketch.

The hole (original dia. 5") was enlarged to 10" by cutting out the cracks and the valve fastening bolt holes and a compensating ring as shown in the sketch has been fitted, afterwards examined under working condition and found satisfactory.

Other minor repairs and adjustments effected. *U A*

N.B.-If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

N. 3 held.

A Boiler shell plate repaired

"The oil fuel installation is

permanently out of use

It is submitted that...

this vessel is eligible for

THE RECORD. Aug 8.29

S. 8.29

Subject to the oil fuel installation

not being used until it has

been re-erected.

I have called the surveyors

to inform them that it is the

policy of the British

Oil Fuel Installation

is to A.B. until the

pumps & venters are

removed from

the vessel.



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