

See AMENDED Rpt  
3 SEP 1962

Rpt. 9  
Date of writing report 30/7/1962. Received London ..... Port SHIMONOSEKI.  
Survey held at Shimonoseki, Japan No. of visits 4 First date 5-7-62 Last date 12-7-62 No. 2036

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 33408 Name M.V. "TAMON MARU" Gross tons 7714 Date of build 6-1954  
Owners Hachiuma Kisen K.K. Managers - Port of Registry Nishinomiya  
Engines made Tamashima, By Uruga Diesel Kogyo Type Oil Engine 2SA 10Cy.

No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers - W.P. -  
No. of Aux. Boilers 2 WT W.P. 142 lb.  
Surveyed Afloat or in Dry Dock both  
Nature of Survey Completion CS, ABS.  
Was Damage Report issued? No. Int. Cert.? Yes, (C-12604)  
Last Report (For Head Office only) copy attached.

Records of Survey & Special Notations as per Register Book

Hull	Machinery
✱ 100A1	✱ LMC NK
SS 5/58	ES CS 5/58
DS 5/61	BS A 5/61
	TS CL 5/60
	SPS 5/58

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers good. Wear Down of Stern Bushes 4.7 m.m. Oil Glands - NO. Sea Connections good.  
Fastenings good. Has Screwshaft Tubeshaft been drawn? No. Date of Examination - Has Shaft been changed? -

Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -  
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods NO.1, 2 & 6 cylinder units good.  
2 Valves & Gears NO.1, 2 & 6 " " good.  
3 Connecting Rods, Top Ends & Guides { ~~Static~~ Centre NO.1, 2 & 6 " " good.  
4 Crankpins & Bearings { ~~Static~~ Centre NO.1, 2 & 6 " " good.  
5 Journals & Bearings NO.1, 4 & 5 " " good.

~~6 Cyls., Covers, Pistons & Rods~~  
7 Connecting Rods & Top Ends  
8 Crankpins & Bearings  
9 Journals & Bearings  
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS  
11 Cyls., Covers, Pistons & Rods NO.1, 2, 3, 6 & 8 units good.  
12 Connecting Rods & Top Ends NO.1, 2, 3, 6 & 8 units good.  
13 Crankpins & Bearings -  
14 Journals & Bearings -  
15 Levers NO.1, 2, 3, 6 & 8 good.

~~16 CONDENSERS~~  
17 ~~CONDENSERS~~  
~~CONDENSERS~~  
18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)  
20 STEAM COMPRESSORS  
21 CLUTCHES & HYDRAULIC COUPLINGS  
22 REDUCTION GEARING  
23 THRUST BLOCKS, SHAFTS & BEARINGS good.  
24 INTERMEDIATE SHAFTS & BEARINGS All good.  
25 HOLDING DOWN BOLTS & CHOCKS good.  
26 CONDENSERS (MAIN & AUX.) good.

~~27 CONDENSERS~~  
28 ~~CONDENSERS~~  
~~CONDENSERS~~  
29 ~~CONDENSERS~~  
30 MAIN ENGINE DRIVEN PUMPS -  
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES good.

Have Main Engines been tested working and manoeuvring? Yes, good.

## OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery and boilers of this ship so far as now seen is in good condition and eligible in my opinion to remain as now classed with fresh record of CS 7/62, ABS 7/62.

Date of Committee TUESDAY 25 SEP 1962  
Decision Defered for comp. CSm. ABS. 7.62

Noted for Header

Y. Hamada & K. Okada  
Engineer Surveyor to Lloyd's Register of Shipping  
Foundation

If certificate is required state where to be sent

<sup>32</sup> Essential Independent Pumps (Identify by position) 2 feed water pps, bilge ballast pp, forward F.O. transfer pp, bilge pp, L.O. transfer pp, Outboard F.O. burning pp, Aft F.O. booster pp, Aft S.W. cooling pp, Inboard L.O. pp, 2 fuel valve cooling pps, all good.

<sup>33</sup> Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls good.

<sup>34</sup> Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes.

<sup>35</sup> Fresh Water Coolers F.V. cooling W. good. <sup>36</sup> Lub. Oil Coolers good. <sup>37</sup> Heaters (state service) F.W. F.O. all good.

<sup>38</sup> Independent Air Compressors, Coolers & Safety Devices Port main compressor in it's entirety, good.

<sup>39</sup> Air Receiver & Safety devices—Main Aft, good. <sup>40</sup> Auxiliary good.

<sup>41</sup> Oil Fuel Tanks (Not forming part of hull structure) All good.

<sup>42</sup> Evaporators NONE. <sup>43</sup> Have Evaporator Safety Valves been tested under steam? -

<sup>44</sup> Steering Machinery good. <sup>45</sup> Windlass good. <sup>46</sup> Fire Extinguishing Arrangements good.

AUXILIARY ENGINES (Identify by position)

Port diesel generator engine in it's entirety, good.

Steam driven aux. generator engine in it's entirety, good.

PROPULSION	PORT	ELECTRICAL EQUIPMENT STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors good.
b Exciters			m Motors -
c Air Coolers			n Switchboards & Fittings good.
d Motors			o Circuit Breakers good.
e Air Coolers			p Cables good.
f Control Gear, Cables, etc.			q Insulation Resistance good.
g Insulation Resistance			r Steering Gear Generators and Motors -
h Insulating Oil Test			s Navigation Light Indicators good.
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN: AUXILIARY, ~~XXXXXXXXXXXX~~ Oil fire and Oil fire & exhaust gas composite boilers 7-7-62

Superheaters all good.  
Safety Valves all good.

Mountings, Doors & Fastenings all good.  
Safety Valves Adjusted to { Sat. / Spt. } all good.  
Boiler Securing Arrangements all good.

Main Economisers - Exhaust Gas Heated Economisers -  
Steam Heated Steam Generators - Steam Generator Safety Valves Adjusted to -

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes. Forced Circulating Pumps -  
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? - Funnel good.

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main: Auxiliary (over 3 in. bore).  
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Wear & tear repairs:

Main engine;

Replaced main engine NO.2 & 6 cylinder liners with ships spare.

Marks on new liners:

NO.2 LLOYD'S TEST KOB T.NO. B337-151 W.T.P. 7KG GMK LR 7-July 1961  
NO.6 LLOYD'S TEST KOB T.NO. B340-101 W.T.P. 7KG GMK LR 12-SEPT 1961

Renewed main engine 2 holding down bolts and retightened 5 pieces.

Pump:

Replaced impeller on Aft S.W. cooling pump.

Other minor repairs effected.

LEAVE THIS SPACE BLANK

Survey fees Comp. of CS ¥138,000  
ABS 24,000  
Elect. Equipment 54,000

Damage fee ...  
Expenses See Rpt. 8 No. 2036

Date when A/c rendered AUG 29 1962

LOCALLY

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