

Rpt. 9

Date of writing report 30/7/1962.

Survey held at Shimonoseki, Japan

Received London

No. of visits 4

Port SHIMONOSEKI.

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"

Owners Hachiuma Kisen K.K.

Gross tons 7714

Date of build 6-1954

Engines made Tamashima, By Uruga Diesel Kogyo

Managers

Port of Registry Nishinomiya

No. of Main Engines 1 No. of Screws 1

Type Oil Engine 2SA 10Cy.

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 mm. 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 NO.1, 2 & 6 " " good.

4 Crankpins & Bearings 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

17

18

19 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS good.

INTERMEDIATE SHAFTS & BEARINGS All good.

HOLDING DOWN BOLTS & CHOCKS good.

CONDENSERS (MAIN & AUX.) good.

27

28

29

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

Decision

TUESDAY 25 SEP 1962

Deferred for comp. CSm. ABS. 7.62

Noted for Header

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

³² 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.

³³ Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls good.

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

³⁵ Fresh Water Coolers F.V. cooling W. good.

³⁶ Lub. Oil Coolers good.

³⁷ Heaters (state service) F.W. F.O. all good.

³⁸ Independent Air Compressors, Coolers & Safety Devices

Port main compressor in it's entirety, good.

³⁹ Air Receiver & Safety devices—Main

Aft, good.

⁴⁰ Auxiliary good.

⁴¹ Oil Fuel Tanks (Not forming part of hull structure)

All good.

⁴² Evaporators

NONE.

⁴³ Have Evaporator Safety Valves been tested under steam? -

⁴⁴ Steering Machinery

good.

⁴⁵ Windlass

good.

⁴⁶ 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			
c Air Coolers			m Motors -
d Motors			n Switchboards & Fittings good.
e Air Coolers			o Circuit Breakers good.
f Control Gear, Cables, etc.			p Cables good.
g Insulation Resistance			q Insulation Resistance good.
h Insulating Oil Test			r Steering Gear Generators and Motors -
i Overspeed Governors			s Navigation Light Indicators good.
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, ~~XXXXXXXXXX~~ Oil fire and Oil fire & exhaust gas composite boilers 7 - 7 - 62

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

Main Economisers

Steam Heated Steam Generators

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes.

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? -

Forced Circulating Pumps

Funnel good.

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Were Copper Pipes annealed?

Auxiliary (over 3 in. bore)

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.

Pumps:

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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Foundation