

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

5 JUN 1952

Date of writing Report 7th May, 1952. When handed in at Local Office 19. Port of KOBE

No in Reg. Book. Survey held at Sasebo Date. First Survey 20th Feb., Last Survey 4th Apr., 1952. (No. of Visits 8)

23651 on the Machinery of the ~~XXXXXX~~ Steel S.S. "TERUTAMA MARU" ex "Rajput"

Tonnage Gross 5643.14 Vessel built at Port Glasgow By whom Lithgows Ltd. Year. Month. 1925 5

Net 3394.08 Engines made at Glasgow By whom D. Rowan & Co. Ltd. When

Nominal Horse Power 441 Boilers, when made (Main) (Donkey)

No. of Main Boilers 2 Owners Tamai Shosen K.K. Owners' Address 3-Kaigan-dori, Ikuta-ku, Kobe.

No. of Donkey Boilers Managers Port Kobe Voyage

Steam Pressure in Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both Sasebo Ship Ind. Co.

in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC TS & Alteration

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

In 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.

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? Yes

If not, 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?

State latest date of internal examination of each boiler. SURVEY CONFINED TO ITEMS BELOW Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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? Yes, and of the Donkey Boilers?

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

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush. Close Is electric light and/or power fitted? If so, 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?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

NOW DONE:- Vessel placed in drydock, propeller, aft end of stern bush, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition, Tailshaft; with continuous liner, examined and found in good condition.

L.M.C.:- All cylinders, pistons, slide valves, rods, crank, thrust, intermediate shafting, condensers, pumps, piping and pumping arrangements examined and found or now placed in good condition. The steam pipes were tested by hydraulic pressure to 2 times W.P. and found in good condition.

Electric Fittings:- One existing 15 K.W. and one 30 K.W. (now fitted), generators opened up for survey, electric cables megger tested, Installations tried under working conditions and found satisfactory.

Boilers:- The 2 main boilers were examined over all parts with doors, mountings and found or now placed in good condition. Safety valves adjusted under steam as stated above.

Repairs to Main Engine H.P. cylinder block:- H.P. Cylinder wall found cracked about one ft. in outer circumference at middle height and in way of two ribs, on pump side. P.T.O.

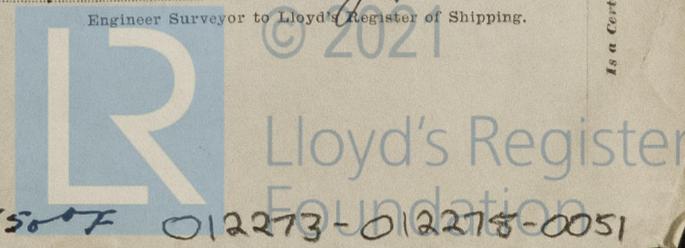
General Observations, Opinion, and Recommendation:-

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.) OS 3,34

The Machinery & Boilers of this vessel, are in good condition and eligible in my opinion to be continued as classed with fresh record of +LMC 3,52 T.S.(CL) 3-52 and fitted for oil fuel 3-52 F.P. above 150°F, subject to M.E. H.P. cylinder being specially examined before the end of June, 1952.

Survey Fee (per Section 23) ¥64,500- Fees applied for 4
Tail Shaft ¥6,000-
Elect. Install. ¥20,000- Received by me, 4
Travelling expenses (if chargeable) ¥11,000-
Committee's Minute O.F. Convers. ¥50,000- THURS 7 AUG 1952

Assigned Subject Defered but assign BS 4.52 S 3.52 Filed for O.F. 4.52 F.P. above 150°F



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

A steel patch plate, $\frac{1}{2}$ " thick and 5" wide, was applied on the wall with $\frac{5}{8}$ " dia. studs. 7- $\frac{1}{4}$ " dia. stays, fitted through a plate ring secured on the cylinder top, to the bottom of cylinder.

The repairs, considered safe for a meanwhile, but recommended same to be specially examined before the end of June 1952 (3 months time).

New casting has now been ordered by the Owners.

Repairs due to Wear & Tear:-

Stern tube bush bottom half rewooded.
H.P. slide valve rings renewed.
Aftmost tunnel bearing remetalled.
All tubes of main and auxiliary condensers, renewed.
Crank brass of 15 K.W. dynamo engine, remetalled.
Steam and water, piston rings on feed pump, renewed.
One stay tube on Port boiler, renewed.
About 160 ft of defective electric cables, renewed.

Alteration:-

Donkey Boiler, removed from the ship.
One 30 K.W. capacity steam engine driven generator with independent switch board, have now been placed on board, which does not run in parallel with the existing 15 K.W. generator.

Conversion has now been made to burn fuel oil to boilers.
2 oil fuel unit pumps (capacity each 3cm³/h), transfer pump (capacity 3cm³/h), 3 heaters, one set strainer, and one set starting pump oil fuel unit, were constructed under Special Survey.

2 F.O. separate settling tanks, each having 30 tons capacity, placed at the forward corner of boiler front Port & Starboard, with scantlings and tank fittings as required by the rules.

Piping and pumping arrangements with their deck control, in connection with the fuel, steam, fresh water, bilge and ballast lines, and fire extinguishing device, were newly fitted and or altered and tested, in accordance with the rules.

Funnel damper securely locked in the full open position.

Installations finally tried under working condition and found satisfactory.

New Owners: Tamai Shosen Kabushiki Kaisha.

Gross Tonnage: 5643.14

Port of Registry: Kobe.

Inferim Certificate issued copy attached.



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