

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

(Received at London Office)

Date of writing Report 18/11/40. When handed in at Local Office 18<sup>th</sup> November 1940. Port of Kobe.

No. in Survey held at Tama. Date, First Survey 19/10/40. Last Survey 7/11/1940.  
(No. of Visits Four.)

34816 on the Machinery of the ~~Wood Iron~~ Steel M.S. "TATUTASAN MARU".

Gross Tonnage 1992 Vessel built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1928 7mo.  
Net Tonnage 1098 Engines made at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1928.

Nominal Horse Power 224 NHP Boilers, when made (Main) -- (Donkey) 1928.

No. of Main Boilers -- Owners Mitsui Bussan Kaisha, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
Port Kobe. Voyage

No. of Donkey Boilers 1 Managers

Steam Pressure in Main Boilers -- If Surveyed Afloat or in Dry Dock Both  
(State name of Dock.) Tama Dock.

In Donkey Boilers 80 lbs.

Last Report No.  Port  Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

| CHARACTER for Special Survey<br>Date of last Survey and of Periodical Surveys. | Limit assigned and expired. | Machinery and Boiler Survey (including date of N.B. if any) |
|--|-----------------------------|---|
| *100A1   | 5,39                        | *LMC (CS) 4,37<br>5,39                                      |
|  |                             | DBS 5,39  |
|  |                             | TS (CL) 5,38  |

Particulars of Examination and Repairs (if any) COMPLETION OF LMC (CS), DBS & TS.

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.

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 --

as 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? --

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

If this was 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 is the latest date of internal examination of each boiler? October, 1940. Present condition of funnel(s) Good

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 80 lbs.

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

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

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

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? Yes. If so, state reasons See below.

Has the shaft now fitted been previously used? No. Has it a continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

What is the date of examination of Screw Shaft? Nov. 1940. State the distance between lignum vitae of stern bush and top of after bearing of screw shaft Close fit.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? Yes.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

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

**WORK 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.

New Tail Shaft with continuous liner, has now been fitted, at the request of the Owners in account of wear of brass liner in way of packing gland.

The diameter of new tail shaft under liner is  $9\frac{1}{2}$  inches and the thickness of brass liner is  $\frac{5}{8}$ ". New tail shaft marked:-

|              |   |
|--------------|---|
| : E 6611 B 3 | : |
| : LLOYD'S    | : |
| : No. 4363   | : |
| : 28-2-35    | : |
| : M.K. LR    | : |

(P.T.O.).

General Observations, Opinion, and Recommendation:— The machinery and donkey boiler of this vessel are in good condition and eligible, in my opinion, to be continued as classed with fresh records.

(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, B.S. 9, 11, B.S.M.S. 9, 11, \*L.M.C. 9, 11, or \*L.M.C. 140 lb., F.D., &c.)

\*L.M.C. (C.S.) 11, 40. D.B.S. 11, 40. and Tail Shaft (CL) (N) fitted 11, 40.

Survey Fee (per Section 29) Yen 180:00 Fees applied for 14/11/40  
 Electrical Survey Yen 80:00  
 Travelling expenses (if chargeable) (See Hull Report) Received by me, 19

Committee's Minute FRI 21 FEB 1941

Assigned James 11.40

DBS 11.40

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W 1142-0053 1/2

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

Is a Certificate required? No, to be sent to

Main and Auxiliary machines opened up as follows, examined, found or now placed in good order.

Main Engine:-

Nos. 2, 3, 4, 5 & 6 cylinders, pistons, valves, gears and covers.

Nos. 2 & 5 gudgeons and bottom ends.

Nos. 3 & 6 crankshaft journals.

Intermediate shafts.

Main compressor - all working parts.

Auxiliaries:-

66 K.W. Dynamo Engine - all parts together with compressor and injection air bottle.

Starboard air receiver.

Centre and Outboard H.P. air bottles.

Oil fuel settling tank - internally.

Oil fuel service tank - internally.

Pumping arrangements examined and found in good condition.

Steam pipes examined in place and found in order.

Electric 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 Donkey Boiler was examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

The oil fuel installation for donkey boiler examined under working condition and found in order.

S.R.L.:- LMC(CS) - complete the cycle.

REPAIRS DUE TO WEAR AND TEAR:-

Stern bush re-wooded whole round.

Main engine, Nos. 2, 3, 4, 5 & 6 cylinder liners renewed on account of wear.

Crank shaft, journals and pins for 66 K.W. Dynamo Engine - slightly skimmed up on lathe.

All brasses remetalled and shafting - relined.

Other minor repairs and adjustments carried out.

*[Handwritten signature]*



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Lloyd's Register  
Foundation 2/2

No 3 completed  
So. shaft & 5 cylinder liners renewed.  
It is ~~stated~~ that  
this vessel is eligible for  
THE RECORD, + Nov 11.40  
11.40.

Cllogun 538.      DS 11.40  
                         SN 11.40

It is concluded that the shaft &  
air cooler of the main Compressor  
was measured & that the  
"starboard air receiver"  
in the main starting  
room but this  
should be  
confirmed.

*[Signature]*  
13/1/41