

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 18th November 40. 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 ~~Kobe Iron Works~~ Steel M.S. "TATUTASAN MARU".

Gross 1992 Vessel built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1928 7mo.

Net 1098 Engines made at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1928.

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

orse Power of Main Boilers -- Owners Mitsui Bussan Kaisha, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

of Donkey Boilers 1 Managers Port Kobe. Voyage

eam Pressure in Main Boilers -- If Surveyed Afloat or in Dry Dock Both Tama Dock.

in Donkey Boilers 80 lbs. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

ast Report No. Port COMPLETION OF LMC (CS), DBS & TS. *100A1 5,39 *LMC (CS) 4,37 5,39 DBS 5,39 TS (CL) 5,38

Particulars of Examination and Repairs (if any)

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 --

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

d the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -- ssKob.No.2-37.

" " Donkey " " " Yes.

this was not done, state for what reasons? --

d what parts of the Boilers could not be thus thoroughly examined? --

so 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? --

te latest date of internal examination of each boiler October, 1940. Present condition of funnel(s) Good

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

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

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

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

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

s 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.

s shaft now been changed? Yes. If so, state reasons See below.

s 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

te 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 foreward. Is electric light and power fitted? Yes.

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

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

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

OW 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 1/2 inches and the thickness of brass liner is 5". 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 of 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 11.40

11.40

DBS 11.40

Engine Surveyor to Lloyd's Register of Shipping.



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.

[Signature]



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Lloyd's Register
Foundation 2/2

No 3 completed
No. 5 shaft & 5 cylinder liners renewed.
It is submitted that
this vessel is eligible for
THE RECORD. + 11.40
11.40.

Chugun 538. D/S 11.40
S/N 11.40

It is concluded that the shaft &
air coolers of the main compressor
were measured & that the
"starboard air receiver"
is the main starting
receiver but this
should be
confirmed.

27/1/41



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Lloyd's Register
Foundation