

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

(Received at London Office)

JAN 24 1941

Date of writing Report 14/11/40. When handed in at Local Office 14th Nov. 1940 Port of Kobe.
 No. in Survey held at Innoshima. Date, First Survey 25/10/40 Last Survey 11/11/1940.
 Reg. Book. 34809 on the Machinery of the Steel S/S "TATUHA MARU". (No. of Visits Three.)
 Gross 5784 Vessel built at Port Glasgow. By whom Russell & Co. When 1918 11mo.
 Net 3607 Engines made at Greenock. By whom J.G. Kincaid & Co., Ltd. When 1918.
 Nominal 550 NHP Boilers, when made (Main) 1918. (Donkey) --
 Horse Power
 No. of Main Boilers 3 SB Owners Tatsuma Kisen Kabusiki Kaisya. Owners' Address Port Nisinomiya. Voyage
 No. of Donkey Boilers -- Managers
 Steam Pressure 180 lbs if Surveyed Afloat or in Dry Dock Both
 in Main Boilers (State name of Dock.) Innoshima Dock.
 in Donkey Boilers --

Last Report No. Port
 Particulars of Examination and Repairs (if any) LMC, TS & SRL.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 thorough examination at this time? Yes.

Donkey --

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

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

Also 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 October, 1940.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

Did the Surveyor examine the Safety Valves of Donkey Boiler? --

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

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

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

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes.

Has shaft now been changed? No If so, state reasons --

Has the shaft now fitted been previously used? -- Has it a continuous liner? --

State date of examination of Screw Shaft Oct. 1940. State the distance between lignum vitae of stern bush and top of after bearing of screw shaft 1 1/8".

Engine parts, when referred to by numbers, should be counted from forward.

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? --

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

NOW 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.

Tail shaft with continuous liner examined and found in good condition.
 All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 3 Main Boilers were 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.

Oil fuel burning installation is not used at present and was not examined now.

S.R.L.:- Repaired propeller blade was specially examined and found in good condition and the restriction may be removed from the Special Reasons List. (P.T.O.).

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel (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, E.S. 9, 11, H.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., E.D., &c.)

are in good condition and eligible, in my opinion, to be continued as classed with fresh record of

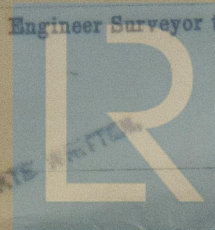
L.M.C. 11, 40. and Tail Shaft (CL) seen 10.40, subject to the oil fuel installation not being used until it has been surveyed.

Survey Fee (per Section 29) Yen 275:00 Fees applied for 13/11/40
 Special Damage or Repair Fee (if any) --
 Travelling expenses (if chargeable) (See Hull Report). Received by me, 1940 Nov. 19 40

Committee's Minute FRI 21 FEB 1941

Assigned + dmb 11.40 signed

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

REPAIRS DUE TO WEAR AND TEAR:-

One propeller blade found slightly bent at tip and faired.

H.P. piston packing rings renewed.

H.P. ahead eccentric strap - remetaled.

7 main engine holding down bolts - renewed.

12 boiler tubes - renewed.

5 combustion chamber screw stays - renewed.

Other repairs of a minor nature effected.

J.K.