

Rpt. 8.

DECLASSIFIED

Received at London Office

27 OCT 1941

No. 7170

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22nd July 1941. When handed in at Local Office 22nd July 1941. Port of YOKOHAMA

No. in Survey held at YOKOHAMA

Date, First Survey 9th June Last Survey 14th July 1941.

Reg. Book.

(No. of Visits Ten)

19665 1 NOV 1941
10145 on the Wood, Iron or Steel T.S.C.M.S. "ATAGO MARU"

TONNAGE: Built at Port Glasgow By whom Lighthows' Id. When 1924 - 11
GROSS 7543 Owners Nippon Yusen K.K. Owners' Address X
UNDER DEK 7021 Managers X Port belonging to Tokyo
NET 4516

Surveyed Afloat or in Dry Dock? Both Name of Dock M.J.K. Yokohama Destined Voyage X

Cell DBor DBa X feet; uE&B X feet; f X feet
total capacity X tons. FPT X tons; APT X tons; MT X feet X tons.

Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 6962. Port YKA.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined X

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION OF SPECIAL SURVEY No.1 AND CONDITION SURVEY.

Now done:- Vessel placed in dry dock, hull, bottom, rudder, stern frame, propeller brackets, & stem, cleaned, examined and found or now placed in good condition, afterwards recoated.
Holds, tween decks, fore peak space & chain locker, engine space, cleared for survey, examined and afterwards recoated.
Plating under sidelights examined.
Decks, casings, hatchways, hatches, tarpaulins, cleats & fastenings, vents with coamings and covers, air & sounding pipes, plates under sounding pipes, windlass, steering engine, pumps, W.T. doors, scuppers, skylights, boats, masts(wedges removed) spars, rigging anchors, chain cables (cables ranged) hawsers & warps & general equipment examined and all found or now placed in good condition. Freeboard verified. P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired					X			
Faired or Repaired in place								

PRESENT CONDITION OF THE

Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.
Plating of Decks	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	X	(State if on Felt.)
Plating of Sides	Cement or Asphalt	X	Oil Bunkers	X	When fitted, Month
Plating of Bottom	Rudder	Good	Scuppers	X	Year
Plating of Sidelights	Steering gear and its connections	"	Cargo Hatchways	Good	Boats
Plating of Sidelights (Parts) Good	Windlass	"	Hatches	"	Good
Plating of Frames	Have pumps been examined and found efficient?	Yes	Planking		"
Plating of Studding	Have Sluice Valves been examined and found efficient?	X	Caulking		Masts, Yards, &c.
Plating of Berths	Have Watertight Doors been examined and found efficient?	Yes	Treenails		Condition, how ascertained
Plating of Berths (Parts) Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		(State if wedges removed)
Plating of Bottom	Air and Sounding Pipes (Part) Good		Transoms, Pointers & Crutches		Equipment letter
Plating of Tanks	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		"b"
Plating of Tanks (Parts) Good			" at other places		Anchors, No. of
Plating of Tanks			Stringers, Clamps & Shelves		3B 1S
Plating of Tanks			Siding		Cables (State if now ranged)
Plating of Tanks			(State if examined.)		Ranged
Plating of Tanks					" length 300 fms mean diamr.
Plating of Tanks					(on board)
Plating of Tanks					" Rule length 300 fms size
Plating of Tanks					2 1/2"
Plating of Tanks					2 3/8"
Plating of Tanks					Chain Locker
Plating of Tanks					Good
Plating of Tanks					Hawsers & Warps
Plating of Tanks					sufficient
Plating of Tanks					Standing and Running Rigging
Plating of Tanks					efficient
Plating of Tanks					Sails
Plating of Tanks					X

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

this vessel is in good condition and eligible in my opinion to be continued as classed with fresh record of survey 7-41, and the notation of Special Survey 2nd No.1-41.

Survey Fee (per Section 29)	£ 100.00	Fees applied for, 16-7-1941
Special Damage or Repair Fee (if any) (per Sec. 29)	£ X	Received by me, 19
Travelling Expenses (if chargeable)	£ 8.00	
Second Surveyor's Fee (if any)	£ X	

Committee's Minute

Character Assigned

TUE. 11 NOV 1941

Surveyor to Lloyd's Register of Shipping.

TUE. 5 MAY 1942

OMIT CLASS ON RE-PRINT.

Lloyd's Register Foundation

006505-006511-0078

T. Sc. M. S. "ATAGO MARU".

Now done:-(continued).

Nos. 1, 2, 4 and 6 double bottom tanks, A, B, C, & D, deep tanks and Midship fresh water tank (aft E.R.) examined internally, found or now placed in good condition, afterwards recoated.

No.4 double bottom tank, fore peak tank, Midship fresh water tank (aft E.R.) & A, & B (starbd. forward) and D (port aft) deep tanks tested as required, by the rules, and found tight.

The whole of the rules requirements for S.S.No.1 have now been complied with.

Repairs due to wear and tears:-

Fore peak tank top plates 2 ps. with frame brackets 2 pc. on port side renewed and tested the tank.

No.2 hold tank top margin gusset angles all in number from aft to fore on port and starboard, caulked and made tight, afterwards the tank tested.

Poop deck afterward plating 4 in number renewed.

Boat deck starboard side plating 11 in number renewed.

Interim Certificate issued - copy attached.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...														If Patent, state name of Patentee.		
	2nd „																
	3rd „																
	Collective Weight. .																
	Stream																
	Kedge.....																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

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