

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

(Received at London Office)

27 OCT 1941

Report 22nd July, 19 41. When handed in at Local Office 22nd July, 19 41. Port of YOKOHAMA
Survey held at YOKOHAMA Date, First Survey 10th June, Last Survey 14th July, 19 41.
the Machinery of the Wood, Iron or Steel T.Sc.M.S. "ATAGO MARU" (No. of Visits Four)

7543 Vessel built at Port Glasgow By whom Lighthows' Ltd. Year. Month. When 1924-11
4516 Engines made at Winterthur By whom Sulzer Bros. When 1924
997 Boilers, when made (Main) X (Donkey) 1924
rs X Owners Nippon Yusen K.K. Owners' Address
ers 1 Managers X (if not already recorded in Appendix to Register Book.)
X Port Voyage
100 lbs. If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) M.J.K. Yokohama Dock.

No. Port Completion LMC-CS
s of Examination and Repairs (if any) TS & DBS
when held, must be reported in detail and serially in the terms of the Rules. State clearly the
if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
ge (the cause of which must be stated) should be separated from Repairs due to other causes; and
lled in the body of the report, should be briefly summarised at the end of the report. State also the
s of any letters respecting this case.
where the Surveyor has not made a special damage report he is required to state whether he
rvice for this purpose, and why they were declined X
port made by anyone else? If so, by whom? X
ersonally go inside each Main Boiler separately and make a thorough examination at this time? X
" Donkey " " " Yes
state for what reasons? X
he Boilers could not be thus thoroughly examined? X
eans, in the absence of internal examination, were adopted by the X
e himself of the thorough efficiency of those parts of each Boiler? X
Internal examination of each boiler 16-6-41 Present condition of funnel(s) Good
amine the Safety Valves of the Main Boiler? X To what pressure were they afterwards adjusted under steam? X
amine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs.
amine all the manholes, doors and their fastenings of the Main Boilers? X , and of the Donkey Boilers? Yes
amine the drain plugs of the Main Boilers? X , and of the Donkey Boilers? X
amine all the mountings of the Main Boilers? X , and of the Donkey Boilers? Yes
Port only.
w been drawn and examined? Yes/ Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of X
the shaft to permit of it being efficiently lubricated? X
n changed? X If so, state reasons X
fitted been previously used? X Has it a continuous liner? X Is an approved appliance fitted at the after end of X
S 2-39 the shaft to permit of it being efficiently lubricated? X
tion of Screw Shaft P 16-6-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft S 3.5
when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes
for examine the generators, motors, switchgear, cables and fuses? Yes
istance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes
complete, state what arrangements have been made for its completion and what remains to be done Complete.
Vessel placed in dry dock, P & S propellers, port stern bush and aft end of starboard
ush, sea cocks and valves with their shell fastenings, examined and found or now placed in
ndition.
Port Tail Shaft with continuous liner, examined and found or now placed in good condition.
P & S Engines, and auxiliaries opened up for completion of CS survey.
Engines:- Port Nos.1, 2, & 4 and starboard Nos.1, 2, 3, & 4 cylinders, covers, valves &
s, pistons, connecting rods and top ends.
Port Nos.1, 3 & 4 and Starboard Nos.2 & 3 crank pins and brasses.
Port and starboard all main bearings, thrust shafting and tunnel shafting.
Continued.

Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel
y 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
eration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, & L.H.C. 9,11, or
B.S.,
140 lb., F.D., &c.)
od condition and eligible in my opinion to be continued as classed with fresh record of
C.S 7-41, D B S 6-41, and Port Tail Shaft (CL) seen 6-41.

Section 29) £ 235.00 Fees applied for
or Repair Fee (if any) £ X : 16-7-19 41
Section 30.) £ 10.00 Received by me,
nses (if chargeable) £ 19
ee's Minute TUE. 11 NOV 1941
+ Lmb Cl. 7.41
7.41
D.B.S. 7.41
CERTIFICATE WA

Is a Certificate required? If so, to be sent to

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

006505-006511-0085 1/3

T.Sc.M.S. "ATAGO MARU".Now done:- Main engines:- (continued)

Port main air compressor cylinder, cover, valves & gears, piston, rod, top & bottom ends, crank shafting & bearings.

Nos.1 & 2 LP air receivers inside.

F.O. transfer pump, starboard I.O. pump. starboard crosshead I.O.pump. starboard sanitary pump. port piston cooling water pump and all pumping arrangements.

Oil fuel daily service tank inside.

I.O. settling tank inside.

Auxiliary engine:-

Starboard (No.2) main generating engine and dynamo, air compressor and cooler, all throughout.

Aft auxiliary air compressor throughout.

Auxiliary I.O. pump.

Auxiliary engine F.O. settling tanks P & S inside.

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 Oil fuel burning installations examined and tested under working condition.

The One small 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 stated as stated above.

The manoeuvring of the engines tested under working condition.

Repairs due to wear and tear:- Now done:-

Main engine 5 cylinder covers, removed, and defective parts of jointing spigots machined up and replaced in good order.

Both main engines fulcrum shafts centering adjusted.

8 pistons' crown packing grooves made good by machining.

Port main Nos.1, 3, 4 and Starboard Nos.1 & 3 crosshead bearing bottom brass remetalled.

Main engine all holding down bolts tightened up.

One valve box of jacket cooling water inlet valve on port main engine renewed.

No.2 main generator, all main bearing brasses and crank brasses faced up and adjusted.

2 valves renewed and 2 seats machined up for port and starboard bilge suction valves from No.4 hold.

One drain valve spindle renewed for I.O. settling tank.

T.S.C.M.S. "ATAGO MARU".Repairs due to wear and tear:- Now done:- (continued).

One length of tunnel bilge suction pipe renewed.

4 lengths of L.O. drain pipes rebent.

Leading wire of magnet coil from conduct board renewed.

Armatures of Nos. 1 & 2 generators made dry.

Aft aur. air compressor motor leading wire renewed.

Windlass gypsy wheel shaft skimmed up and 2 bearing bushes renewed.

Interim Certificate issued - copy attached.