

Report 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.S.C.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) (Donkey) 1924
 Owners **Nippon Yusen K.K.** Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers Port **Yokohama** Voyage
 If Surveyed Afloat or in Dry Dock **Both** Particulars of Classification (which must be inserted
 (State name of Dock.) **M.J.K. Yokohama Dock.** precisely as in Register Book & Supplements).

No. **100** lbs. Port **Yokohama** Completion **LMC-CS, TS & DBS**
 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 nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and listed in the body of the report, should be briefly summarised at the end of the report. State also the date of any letters respecting this case.
 where the Surveyor has not made a special damage report he is required to state whether he has examined the Boilers for this purpose, and why they were declined
 report made by anyone else? If so, by whom?
 personally go inside each Main Boiler separately and make a thorough examination at this time?
 " **Donkey** " " " **Yes**
 state for what reasons?
 the Boilers could not be thus thoroughly examined?
 means, in the absence of internal examination, were adopted by the Surveyor to test the efficiency of those parts of each Boiler?
 internal examination of each boiler **16-6-41** Present condition of funnel(s) **Good**

CHARACTER.	Years assigned new or replaced.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100A1 with freeboard		* LMC-CS 4-37 2-40
S 3-40		DBS 3-40
ssKob.No.3-4,37		TS (CL) P 3-38 S 2-39
Adapted for carrying oil 1,29 F.P. above 150°F in DTs forward		Oil Engines
		Continuous Survey.

Examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?
 Examine the Safety Valves of Donkey Boiler? **Yes** To what pressure were they afterwards adjusted under steam? **100 lbs.**
 Examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers? **Yes**
 Examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?
 Examine all the mountings of the Main Boilers? , and of the Donkey Boilers? **Yes**
 Port only.
 Has 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?
 Has been changed? If so, state reasons
 Has it been fitted previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?
 Position of Screw Shaft **P 16-6-41** State the distance between lignum vitae or brass 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 power fitted? **Yes**
 Surveyor examine the generators, motors, switchgear, cables and fuses? **Yes**
 Resistance 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 bush, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.
 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 & 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 are in good 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 16-7-19 41
 or Repair Fee (if any) £ X :
 Section 30.) £ 10.00 Received by me, 19
 (if chargeable)

Surveyor's Minute **TUE. 11 NOV 1941**
 + Lmb Cl. 7.41
 7.41
 7.41
 CERTIFICATE WA

M. J. K.
 2020
 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation

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

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 L.O. pump. starboard crosshead L.O.pump. starboard sanitary pump. port piston cooling water pump and all pumping arrangements.

Oil fuel daily service tank inside.

L.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 L.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 L.O. settling tank.

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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 sur. air compressor motor leading wire renewed.

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

Interim Certificate issued - copy attached.