

COPY.

1st December, 1924.

Dear Sirs,

The new twin screw Motor Vessel "ATAGO MARU", built by Messrs Lithgows Limited, Port-Glasgow, (Greenock 1st Entry Report No. 18320), left Glasgow on Saturday afternoon for Cardiff to load a cargo of coal for Japan.

The Vessel has oil fuel in her double bottom tanks and water ballast in the deep tank, which is immediately over No. 5 double bottom compartment.

Previous to the Vessel sailing, I was instructed by the Owners' representatives to attend on board, as water was stated to have found its way into No. 5 double bottom compartment.

The Tank was carefully tested by the sounding rods, and indicated water to the depth of about  $4\frac{1}{2}$ " on both port and starboard sides.

While on the survey it was brought to my notice that the tank was unduly pressed when being filled with oil due to an error in the operator having his sounding rods down the sounding pipes of No. 6 Tank. Probably, due to this cause, some of the connections on the Tank Top



may have started, causing leakage from the deep tank into the No. 5 double bottom tank.

It is the Owners' intention, after the Vessel's arrival at Cardiff, to have the deep tank emptied, No. 5 double bottom tank put under pressure, and the tank top examined to ascertain the cause of the leakage.

This Survey is to take place on Wednesday forenoon, and they request the attendance of a Surveyor.

I am, Dear Sirs,

Yours faithfully,

*A. P. W. W. Rab*

The Surveyors,

CARDIFF.



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