

REPORT of SURVEY for of Engines and Boilers.

Date of writing Report 2nd June 1941 When handed in at Local Office 4/6/1941 Port of Kobe
No. 11 Survey held at Osaka Date, First Survey 13/5/41 Last Survey 14/5 1941
Reg. Book 70217 on the ~~Woods Dry Dock~~ Steel S/S "ATLAS MARU" MARU/ (No. of Visits 2)

TONNAGE Built at Nagasaki By whom Mitsub. Tsubishi Zosen Kaisha When 1920, 1 mo.
GROSS 7347 Owners Osaka Syosen Kaisya Owner (or) Tsubishi Zosen Kaisha When 1920
UNDER DECK 6856 Managers Port Ltd.
NET 4481

Surveyed Afloat or in Dry Dock? Both Name of Dock O.I.W. Chikko Yard Destined Voyage

WB=CeHDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.
Particulars of Classification (which must be inserted & Supplements).

Last Report, No. 1145-9 Port Kobe.

(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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY.

NOW DONE:- Vessel placed in dry dock. Bottom, stern frame, and rudder cleaned, examined, found or now placed in good condition and recoated.

Decks, hatchways, hatches & supports, vents and coamings, holds and tween deck spaces, windlass and steering gears and equipment generally examined and found or now placed in good condition.

Plating in way of ash shoot examined and found in good condition.

REPAIRS DUE TO WEAR AND TEAR:-

Shell Plating:- Port Side, forward, Nos. 1 & 4 plates in No.5th strake below main deck strake - renewed.

No.7 plate in No.7th strake below main deck sheer strake - renewed. (P.T.O.)

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

PRESENT CONDITION OF THE

Deck	Good	State if Tanks have been examined inside	--	Air and Sounding Pipes	--	Copper, or F.M. of Wood Vessels	--
Caulking of Decks	"	State if Tanks now tested	--	Dblng. Plates under Sounding Pipes	--	(State if on felt.)	--
Coamings	"	Bulkheads	Good	Engine Room Skylights	Good	When put on, Month	--
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	--	Boats	Good
Outside Plating	"	Cement or Asphalt (State which.)	--	Oil Bunkers	--	Masts, Yards, &c.	"
" " in way of sidelights	--	Rudder	Good	Scuppers	Good	Condition, how ascertained	From deck.
Breasthooks	--	Steering gear and its connections	"	Cargo Hatchways	"	(State if wedges removed)	--
Transoms	--	Windlass	"	Hatches	"	Sails	--
Frames	Good	Have pumps now been examined and found efficient?	--	Planking of Wood Vessels	--	Equipment letter	at
Reverse Frames	Good	Have Sluice Valves now been examined and found efficient?	--	Caulking	ditto	Anchors, No. of	3B. 1S. 1K.
Longitudinals	--	Have Watertight Doors now been examined and found efficient?	--	Treenails	ditto	Chain Locker	--
Transverses	--	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems	ditto	Cables (State if now ranged)	--
Floors	--			Transoms Pointers, & Crutches	ditto	" length (on board)	complete mean diamr. --
Keelsons	--			Timbers of Frame at openings	ditto	Rule length	270 fms. size 2-5/16"
Stringers	--			Ditto Ditto at other places	ditto	Hawser & Warps	--
Inner Bottom Plating	--			Stringers, Clamps & Shells	ditto	Standing and Running Rigging	--
				Salting (State if examined.)	ditto		

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

This vessel so far as now seen, is in good condition and eligible in my opinion to be continued as classed with fresh record of survey, 5.41.

Survey Fee (per Section 29) Yen 115.00
Special Damage or Repair Fee (if any) (per Sec. 29) X
Travelling Expenses (if chargeable) Yen 26.00
(Including Machinery)
Second Surveyor's Fee (if any) £

Fees applied for, 27/5.19.41
Received by me, 19

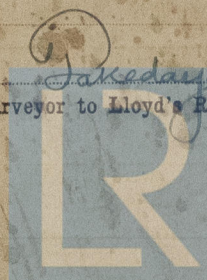
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUE. 19 AUG 1941

100A
Shell. Dr. wph.
+ Amb. 5.41 subject



Lloyd's Register Foundation

- doubled.

Other minor repairs, effected.

ANCHORS.

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

[illegible]