

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

(Received at London Office)

- 7 AUG 1941

Date of writing Report 2nd June 1941 When handed in at Local Office 4/6/1941 Port of Kobe

No. in Reg. Book 70217 Survey held at Osaka Date, First Survey 13/5/41 Last Survey 14/5 1941
(No. of Visits 2)

on the Machinery of the ~~Block Island~~ Steel S/S "ATLAS MARU"

Tonnage { Gross 7347 Vessel built at Nagasaki By whom Mitsubishi Zosen Kaisha When 1920, 1 mo.
Net 4481 Engines made at Nagasaki By whom Mitsubishi Zosen Kaisha Ltd. When 1920

Nominal Horse Power 574 NHP Boilers, when made (Main) 1920 (Donkey) -- Ltd.

No. of Main Boilers 3SB Owners Osaka Syosen Kaisya Owners' Address Osaka Voyage Osaka

No. of Donkey Boilers -- Managers Osaka (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boiler 200 lbs If Surveyed Afloat or in Dry Dock (State name of Dock.)

in Donkey Boilers --

Last Report No. PortParticulars of Examination and Repairs (if any) *LMC.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 briefly summarised at the end of the report. 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 why they were declined --

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " --

If this was not done, state for what reasons? --

And what parts of the Boilers could not be thus thoroughly examined? --

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? --

State latest date of internal examination of each boiler May 1941

Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

To what pressure were they afterwards adjusted under steam? 200 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? --

To what pressure were they afterwards adjusted under steam? --

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes.

, and of the Donkey Boilers? --

Did the Surveyor examine the drain plugs of the Main Boilers? --

, and of the Donkey Boilers? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes.

, and of the Donkey Boilers? --

Has screw shaft now been drawn and examined? No. Is it fitted with continuous liner? --

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Has shaft now been changed? -- If so, state reasons --

Has the shaft now fitted been 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? --

State date of examination of Screw Shaft -- State the distance between lignum vitae ~~XXXXXXXXXX~~ of stern bush and top of after bearing of screw shaft 1 1/8"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light ~~XXXXXXXXXX~~ fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? --

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

NOW DONE:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with their shell fastenings, examined and found in good condition.

All cylinders, pistons, valves and rods, crank, thrust & intermediate shafting, condensers, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 3 Main Boilers were examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

(P. T. O.)

General Observations, Opinion, and Recommendation:— The Machinery and Boilers of this vessel

(State clearly 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 any alteration 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.M.C. 9,11, or *LMC 140 lb., F.D., &c.)

are in good condition and eligible in my opinion to be continued as classed with fresh record of

*L.M.C. 5, 41. subject to the oil fuel installation not being used until it has been surveyed.

Survey Fee (per Section 29) Yen : 240.- Fees applied for 27/5 19 41

Special Damage or Repair Fee (if any) X

(See Hull Report)

Travelling expenses (if chargeable) £

Received by me, 19

Committee's Minute TUE. 19 AUG 1941

Assigned L.M.C. 5.41

Subject

CERTIFICATE WRITTEN

K. Dakedaya
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

006760-006771-0061 1/2

- 7 AUG 1941

Rpt. 9a.

Port of Kobe.

Continuation of Report No. 1181 dated

2nd June 1941

on the "ATLAS"
MARU"

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine:- H.P. piston packing rings - renewed.

M.P. slide valve packing, top and bottom - renewed.

M.P. & L.P. eccentric straps, top half - remetalled.

L.P. janck ring, skimmed up and packing rings - renewed.

Boilers:- P. & C. Boiler in wing furnace, 1 smoke tube, each - renewed.

Other minor repairs and adjustments, effected. K. J.



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ExD examined

It is submitted that
this vessel is eligible for

THE RECORD *tab 541*

Subject to the *oil fuel*
installation

not being used

JA
15/8/41



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