

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report.....26th May, 1941. When handed in at Local Office.....26th May, 1941. Port of.....

No. in Survey held at YOKOHAMA Date, First Survey 5th April, Last Survey 14th May, 1941.  
(No. of Visits Eight)

70228 on the ~~Wood, Iron or Steel~~ T.Sc.S. "ATUTA MARU"

TONNAGE:— *Built at* Nagasaki *By whom* Mitsubishi DDks & EWks. *When* 1909 9 3

GROSS 7983 Owners Nippon Yusen K. K. Owners' Address X  
(Always recorded in Appendix to Register Book).

UNDER DK. 6748 Managers X Port belonging to Tokyo

NET 4940 Managers \_\_\_\_\_ Destined Voyage X

Surveyed Afloat or in Dry Dock? Both Name of Dock M. J. K. Yokohama Dock. 1 Particulars of Classification (which must be inserted

Cell D B or D B a x feet, u E & B x feet; x feet  
total capacity x tons. FPT x tons; APT x tons; MT x feet x tons.

**N.B.—**All alterations in the existing records should be underlined.

*Last Report, No.* 6980 *Port* Yka

(Periodical Surveys, when held, must be reported in detail and serialim 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. X

Society's Freeboard (if assigned) as  
painted on Ship and now verified } ..... ft. .... ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY 3RD No.2, & S. R. L.

Now done:- Vessel placed in dry dock, hull, bottom, rudder, stern frame, propeller brackets, and stem, cleaned, examined and found or now placed in good condition, afterwards recoated.

All Holds, tween decks, fore & after peaks, & chain locker, spaces under bridge, engine and boiler spaces and coal bunkers, cleared for survey, ceiling lifted as required by rules, all fore and aft, all oxidation removed from all parts, and all steel work throughout all parts of the vessel carefully examined and found or now placed in good condition, afterwards recoated.

Lining on ship's side removed in way of sidelights and plating in way of same examined and found or now placed in good condition.  
(Please see Yka. Rpt. No.6980.) 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 ... ..				3.				
Removed and Faired or Repaired ... ..								
Faired or Repaired in place ... ..								

PRESENT CONDITION OF THE		Fair or Reported in Part	
Decks	Good	Bulkheads	Good
Caulking of Decks	"	Ceiling	"
Coamings	"	Cement or Asphalt	"
Beams & Fastenings	"	Rudder	"
Outside Plating	"	Steering gear and its connections	"
" " in way of sidelights	"	Windlass	"
Frames	"	Have pumps been examined and found efficient?	Yes
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	x
Longitudinals	x	Have Watertight Doors been examined and found efficient?	Yes
Transverses	x	Have Ventilators and their Coamings been examined and found efficient?	Yes
Floors	Good	Air and Sounding Pipes	Good
Keelsons	"	Doubling Plates under Sounding Pipes	Good
Stringers	"	Engine Room Skylights	Good
Inner Bottom Plating	"	Coal Bunkers, Openings, Covers, &c.	"
Have the Tanks been examined internally?	Yes	Oil Bunkers	x
Have the Tanks been tested?	Yes	Scuppers	Good
		Cargo Hatchways	"
		Hatches	"
		Planking	
		Caulking	
		Treenails	
		Breasthooks & Stemson	
		Transoms, Pointers & Crutches	
		Timbers of Frame at openings	
		" " at other places	
		Stringers, Clamps & Shelves	
		Sitting	
		(State if examined.)	
		Copper, or I.M.	
		(State if on Felt.)	
		When fitted, Month	Year
		Boats	Good
		Masts, Yards, &c.	"
		Condition, how ascertained	exd.
		(State if wedges removed)	"
		Equipment letter	"
		Anchors, No. of	33 15
		Cables (State if now ranged)	Yes
		" length	300 fms
		(on board)	mean diam.
		" Rule length	300 fms
			size
		Chain Locker	Efficient
		Hawsers & Warps	sufficient
		Standing and Running Rigging	efficient
		Sails	x

Have the Tanks been tested? ☒ Yes | Doubling Plates under sounding pipes ☐ No

*General Observations, Opinion as to Class, Recommendation, &c.:*—

1. If no alteration is suggested to be made in the existing classification and notification of the ship, without fresh record of Survey.

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 classed in the Register Book *without fresh record of survey*," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is in good condition and eligible in my opinion to be continued as classed with fresh record of survey and to have the notation of 3rd S.S. No.2-41.

Survey Fee (per Section 22) .....	₹ 270.00	:	Fees applied for,
			16-5-1941
Special Damage or Repair Fee (if any).....	₹ x	:	Received by me,
(per Sec. 22)			19.....
Travelling Expenses (if chargeable) .....	₹ 11.00	:	
Second Surveyor's Fee (if any) .....	₹	:	

Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Character Assigned

TUE. 6 AUG 1941

1000. Without Spl. Cond  
S.S. No 2-41  
+ Lumb. 5-41

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Lloyd's Register  
Foundation



T.S.S. "ATUTA MARU".

Repairs, due to wear and tear . Now done:- (continued).

Side bunker.

Main frames partly renewed with butt straps 11 off on port side and 13 off on starboard side.

Reverse frames renewed 7 off on port and 23 off on starboard.

Main and reverse frames doubled on 80 places. (21.5 sq. ft.)

Web frame plate partly renewed 3 on port and 2 on starboard. (7/16" x 21½" x 58'-0")

Ditto. reverse angles renewed 3 on port.

Side stringer plates renewed 2 layers on port and 4 layers on starboard.

Ditto. reverse angles renewed 2 on port and 4 on starboard.

Ditto. brackets and angles in way renewed 18 off on port and 24 off on starboard.

Stay and bracket renewed one on port.

2nd deck beam partly renewed 8 on starboard and beam brackets renewed 4 on port and 15 off on starboard.

leaking, built up by electric welding and fitted with cement box.

2nd deck stringer plate renewed 2 ps. on starboard side and stringer angle in way 1 off renewed.

ANCHORS.

2nd deck hatch coaming renewed one on starboard side.

2nd deck plating doubled 8 places. (18 sq. ft.)

Bunker casing doubled 43 places. (90 sq. ft.)

Engine Room.

Port side forward main frames 3 off and reverse frame 1 off partly renewed  
and side stringer plate partly renewed, 3 layers and angles in way  
7 off renewed.

Reverse angle 1 off renewed and tank side bracket top half 1 off renewed.

Ballast pump seating girder part renewed and bracket renewed.

No. 1 2nd deck.

Forward bulkhead plating partly renewed (5/10" x 72 sq. ft.), and 4 stiffeners in way renewed, main frames 2 off renewed.

No. 2 2nd deck.

Stringer angle renewed on port and starboard side (each  $\frac{1}{2}$ " x 4" x 4" A x 59'-7").

Shell angles renewed 27 off on each side.

No.3 upper deck.

Stringer angle renewed on each side ( $\frac{1}{2}$ " x 4" x 4" A x 19'-2").

No.3 2nd deck.

Web frame plate lower part renewed one on each side with flat bar.

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T.S.C.S. "ATUTA MARU".Repairs, due to wear and tear. Now done:- (continued)No.4 2nd deck.

Stringer angle renewed ( $\frac{1}{2}$ " x 4" x 4"A x 34'-0" on port, 2 lengths  
25'-7" & 34'-0" on starboard).

Main frames partly renewed, 11 off on port, and 9 off on starboard with butt  
straps.

Reverse frames renewed 14 off on port and 22 off on starboard with butt strap.

Forward bulkhead plating partly renewed ( $\frac{5}{16}$ " x 5 sq. ft.)

No.5 2nd deck.

Stringer angle renewed, ( $\frac{1}{2}$ " x 4" x 4"A x 22'-6" on port, ditto 28'-0" on  
starboard).

Reverse frame partly renewed 3 off on each side.

Forward bulkhead plating renewed on 2 places ( $\frac{5}{16}$ " x 18 sq. ft. and bottom  
angles renewed ( $\frac{1}{2}$ " x  $3\frac{1}{2}$ " x  $3\frac{1}{2}$ " x 53'-0"), and deck plating partly renewed  
2 places ( $\frac{3}{8}$ " x 35 sq. ft.).

No.4 Hold.

Main frames partly renewed with butt straps 5 on port side and doubled 4 on port  
side, and reverse frames renewed 4 on starboard side.

Side stringer plates renewed 2 layers on port ( $\frac{7}{16}$ " x 16" x 30'-4").

No.2 tank.

Tank side brackets renewed 4 off on port and 4 off on starboard.

Web frame bottom half 1 off renewed on port.

No. 6 tank.

Tank side brackets renewed 10 off on port and 10 off on starboard side.

No.7 Tank.

Tank side brackets renewed 9 off on port and 11 off on starboard side, and  
reverse frame partly renewed one off starboard side, one gusset plate  
renewed on port side.

2nd deck plating doubled as under:-

No.1 lower deck	7 places (19 sq. ft.)
No.2 deck	1 place ( 6 sq. ft.)
No.3 deck	2 places ( 2 sq. ft.)
No.5 deck	4 places (13 sq. ft.)

Bulkhead plating doubled as under:-

No.3 2nd deck aft	4 places (9 sq. ft.)
No.3 upper deck aft	4 places (13 sq. ft.)
No.5 2nd deck aft	4 places (7 sq. ft.)
No.3 hold aft	5 places (9 sq. ft.)



16 JUL 1941

T.S.S. "ATUTA MARU".Repairs, due to wear and tear. Now done:-(continued)Chain locker.

2 vertical stiffeners on aft bulkhead renewed.

Aft bulkhead plating doubled on 6 places ( 7 sq. ft.)

Miscellaneous.

Wood deck caulked about 39,765 ft. and renewed 347 ft.

Hatch boards renewed 60 off.

Sparring renewed 960 ft.

Every hold bilge suction tried and repaired in 15 places and nonreturn valves cleaned and adjusted 10 off.

No.6 tank port side air pipe renewed.

No.4 tank port side filling pipe renewed and No.5 port filling pipe repaired.

Steering chain annealed and tested.

## Ventilators repaired:-

No.1 2nd deck 2 off (28 sq. ft.)

No.3 upper deck 1 off (15 sq. ft.)

No.5 2nd deck 1 off ( 5 sq. ft.)

All life boats tested and caulked.

Main mast rigging 2 off renewed.

Interim Certificate issued - copy attached.