

DISCLOSED REPORT OF SURVEY FOR REPAIRS, &c. YOKOHAMA

Received at London Office 26th JUL 1941 No. 7094

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

No. in Survey held at 70228 on the Wood, Iron or Steel T.Sc.S. "ATUTA MARU" Date, First Survey 5th April, Last Survey 14th May, 1941. (No. of Visits Eight)

TONNAGE: Built at Nagasaki By whom Mitsubishi DDks & EWks. When 1909 3
GROSS 7983 Owners Nippon Yusen K.K. Owners' Address
UNDER DK. 6748 Managers X Port belonging to Tokyo
NET 4940

Surveyed Afloat or in Dry Dock? Both Name of Dock M.J.K. Yokohama Dock. Destined Voyage X
Cell DB or DBa x feet; uE&B x feet; f 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 seriatim 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

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

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

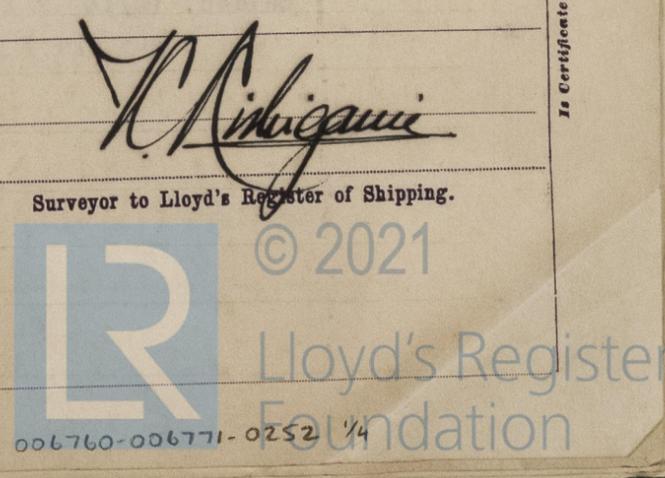
SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed				X				
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Bulkhheads		Engine Room Skylights		Copper, or I.M.	
Decks	Good		Good		Good		(State if on Fell.)
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	X	Boats	Good
Beams & Fastenings	"	Rudder	"	Scuppers	Good	Masts, Yards, &c.	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	exd.
" " in way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed)	"d"
Frames	"	Have pumps been examined and found efficient?	Yes	Planking		Equipment letter	"d"
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	X	Caulking		Anchors, No. of	3B 1S
Longitudinals	X	Have Watertight Doors been examined and found efficient?	Yes	Treenails		Cables (State if now ranged)	Yes
Transverses	X	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" length 300 fms mean diam.	2 5/16"
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" (on board)	2 1/2"
Keelsons	"	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings		Chain Locker	Efficient
Stringers	"			" " at other places		Hawsers & Warps	sufficient
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Standing and Running Rigging	efficient
Have the Tanks been examined internally?	Yes			Sanding		Sails	X
Have the Tanks been tested?	Yes			(State if examined.)			

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 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 20)	£ 270.00	Fees applied for,	16-5-1941
Special Damage or Repair Fee (if any)	£ X	Received by me,	19
Travelling Expenses (if chargeable)	£ 11.00		
Second Surveyor's Fee (if any)	£		

Committee's Minute
Character Assigned
TUE. 6 AUG 1941
10001 Without Spl. Cond
S.S. No 2-41
+Limb. 5-41



18 JUL 1941

If so, to the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

T.S.S. "ATUTA MARU".

Special Survey 3rd No.2 (continued)

Now done:- (continued)

Ash shoots, and plating under same examined and found in good condition.

Nos.2, 3, 4, 5 & 6 Double bottom tanks, fore & after peak tanks examined internally, found or now placed in good condition, afterwards recoated and Nos.1, 2, 3, 6 & 7 double bottom tanks and after peak tanks tested with a head of water as required by the rules, and found tight.

Decks, casings, hatchways, hatches, fore and afters, and web plates, tarpaulins, cleats and fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, windlass, steering engine, telemotor control gear, rods, chains, sheaves and hand gear, pumps, all W.T. doors, scuppers, skylights, boats, masts, spars, rigging, anchors, chain cables (cables ranged) hawsers and warps and general equipment examined and all found or now placed in good condition. Freeboard verified.

The whole of the rules requirements for S.S. No.2 have now been complied with.

Repairs, due to wear and tears. Now done:-

One butt strap on keel plate renewed just under No.6 double bottom tank.

Stem shoe newly fitted. (7/16" x 16 1/2" x 14'-7")

Rudder stuffing box grease packing renewed.

Engine room No.6 double bottom tank top plating in way of dynamo engines found leaking, built up by electric welding and fitted with cement box.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Table with columns: Number of Certificate, Anchors*, WEIGHT OF STOCK, TEST PER CERTIFICATE, WEIGHT REQUIRED BY RULE, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, WEIGHT OF CHAIN CABLE, Length and size per Rule, Description, Makers of Cables, When and where tested and Superintendent.

No.7 double bottom tank aft W.T. floor plate doubled. (5/16" x 2 sq. ft.)

No.6 double bottom tank aft W.T. floor plate doubled, and several rivets

welded. (5/16" x 2.5 sq.ft.)

Continued page 3.

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 21 1/2" 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.

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

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 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 (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.

Continued page 3.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damp as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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.)

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.