

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

(Received at London Office)

16 JUL 1941

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

No. in Survey held at YOKOHAMA Date, First Survey 28th Mar. Last Survey 14th May, 1941. (No. of Visits Six.)

70228 on the Machinery of the ~~Wood, Iron or Steel~~ T.S.S. "ATUTA MARU"Gross 7983 Vessel built at Nagasaki By whom Mitsubishi DDks & EWks. When 1909-3
Net 4940 Engines made at Nagasaki By whom Mitsubishi DDks & EWks When 1909

Nominal 973 Boilers, when made (Main) 1909 (Donkey) X

of Main Boilers 6 SB Owners Nippon Yusen K.K. Owners' Address X
(if not already recorded in Appendix to Register Book.)

of Donkey Boilers X Managers X Port Tokyo Voyage X

Steam Pressure 200 lbs If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted
in Main Boilers X (State name of Dock.) M.J.K. Yokohama Dock. precisely as in Register Book & Supplements).

in Donkey Boilers X

Last Report No. Port

Particulars of Examination and Repairs (if any) * L M C

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 X

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

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

" " Donkey " " " X

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

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

Also what special means, in the absence of internal examination, were adopted by the X

Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? X

State latest date of internal examination of each boiler Nos. 1, 2, 3, & 4 - 28-3-41. Present condition of funnel Good
Nos. 5 & 6 - 2/4/41.

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? X , and of the Donkey Boilers? X

Did the Surveyor examine the mountings of the Main Boilers? Yes , and of the Donkey Boilers? X

Was screw shaft now been drawn and examined? X Is it fitted with continuous liner? X Is an approved appliance fitted at the after end of X
the shaft to permit of it being efficiently lubricated?Was shaft now been changed? X If so, state reasons X Is an approved appliance fitted at the after end of X
the shaft to permit of it being efficiently lubricated? XWas the shaft now fitted been previously used? X Has it a continuous liner? X Is an approved appliance fitted at the after end of X
the shaft to permit of it being efficiently lubricated? X

State date of examination of Screw Shaft 9-40 State the distance between lignum vitae of stern bush and top of after bearing of screw shaft S 5.0

Is electric light ~~and power~~ fitted? Yes

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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, P & S propellers, aft end of stern bushes, sea cocks with

their shell fastenings, examined and found or now placed in good condition.

P & S Engines, opened up for L M C survey:

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 main and auxiliary Steam Pipes were tested by hydraulic pressure to 400 lbs. per

sq. inch and the copper steam pipes were annealed before testing.

Dynamo engines, generators, switch board, switch gears, cables and fuses examined and

electrically tested by Megger and found or now placed in good order.

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, L.M.S. 9, 11, * L.M.C. 9, 11, or

* L.M.C. 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.

Survey Fee (per Section 29) £ 320.00 Fees applied for 16-5-19 41

Special Damage or Repair Fee (if any) £ X

(per Section 29.)

Travelling expenses (if chargeable) £ 11.00 Received by me, 19

TUE. 6 AUG 1941

Committee's Minute

Assigned + Lmb 541

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

006760-006771-0255 1/2

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

T.Sc.S. "ATUTA MARU".Now done:- (continued)

The Six (6) Main Boilers were examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

Repairs due to wear and tear:-

Main engine. Starboard MP piston packing and float rings renewed and crosshead pins faced up and brasses remetalled.

Port IP, starboard HP and MP crank brasses top halves remetalled.

Port HP slide bored up and rings renewed.

Starboard MP slide backing casing faced up and side clearance adjusted.

Port and starboard HP & MP ahead excentric strap top brass renewed.

Main boiler. Combustion small stays renewed as under:-

for No.1 main boiler 4 off.

No.2 main boiler 18 off.

No.3 main boiler 4 off

No.4 main boiler 9 off.

No.5 main boiler 3 off.

No.6 main boiler 9 off.

All safety valve springs tested and adjusted.

2 safety valves for No.3 boiler renewed.

Stay tubes renewed as under:-

for No.2 boiler 3 off.

No.5 boiler 2 off.

No.6 boiler 1 off.

Main stop valve seat for No.6 boiler renewed.

Auxiliary.

2 dynamo engines overhauled and cylinder packing rings renewed.

Starboard dynamo engine crank adjusted and brasses remetalled.

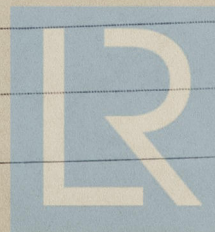
All piston rings for ballast, general service and wei's feed pumps renewed.

Electric installation.

Lead wire 1800 metre renewed.

Armoured wire 150 metre renewed.

Interim Certificate issued - copy attached.



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Lloyd's Register
Foundation

L.S. No 1 due 9.40
now build on machinery
main repair + adjustments
effected

It is submitted that
this vessel is eligible for
THE RECORD.

+ June 5. 41

W. J.

Wm
1.8.41



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