

M/N FUKUSAN MARU

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME **'ATAGO MARU'** REPORT **Kob.** No. **895**

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

In cases which have to be submitted to the Classing Committee the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—(Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey **PERIODICAL SPECIAL SURVEY (D) due 7,52**  
(Ship 24 years old).

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in hundredths of an inch.

STRAKE.	AMIDSHIP.						FORWARD.						AFT.						REMARKS.
	Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.					
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.				
BRIDGE SHEER STRAKE .....																			
Bridge Strake below .....																			
SHEER STRAKE L.....	74	72	71	2	3	50	55	51	-	-	46	47	47	-	-				
1st Strake below K.....	69	56	56	13	13	50	49	49	1	1	46	47	47	-	-				
2nd " J.....	62	59	59	3	3	46	47	47	-	-	46	43	47	3	-				
3rd " H.....	62	48	44	14	18	46	32	39	14	7	46	47	47	-	-				
4th " G.....	62	50	48	12	14	46	51	41	-	5	46	47	48	-	-				
5th " F.....	62	57	59	5	3	46	39	39	7	7	46	43	43	3	3				
6th (Bilge) E.....	64	59	59	5	5	50	-	-	-	-	50	37	37	13	13				
7th " D.....	64	59	60	5	4	50	51	47	-	3	50	-	-						
8th " C.....	64	63	61	1	3	50	43	49	7	1	50	63	67	-	-				
9th " B.....	64	59	57	5	7	50	59	59	-	-	50	39	37	11	13				
10th " A.....	64	57	59	7	5	50	55	55	-	-	50	63	67	-	-				
11th " KEEL.....	85					75					75								
12th " .....																			

Drillings at ends to be made in the vicinity of the peak bulkheads.

The class is subject to shell plating (p.s.) in way of Nos. 1/2 bulkhead and to indented tank tops and tunnel plating being specially examined and dealt with as necessary at the next Special Survey.

The KOBE Surveyors report (7,52), the ship examined in dry dock, bottom coated and on account of wear and tear repairs effected to deck and bulkhead plating, etc. and to the above.

The requirements of a SPECIAL SURVEY (D) due 7,52 complied with.

The thicknesses of shell plating as ascertained by drilling are as stated above and are considered satisfactory.

Ship now converted to oil fuel burning in accordance with the approved plans.

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'ATAGO MARU'

IT IS SUBMITTED the ship is eligible to remain as classed, with record of docking 7,52 and to have Notation of 'ss.Sasebo 7,52 (Dr)' assigned as recommended, *without special condition with Endorsement (B).*

7,52 Sasebo *without*  
ss. Sasebo 7,52 (Dr)

Endorsement of Class (B) - *Indented shell plating (p.s.) in way Nos 1/3 hold bulkhead. Indented O.B tank top & tunnel plating*

INSERT IN R.B.

ESD

"Fitted for oil fuel 7,52 F.P. above 150°F"

MT O.F.

*SPR*  
*19-1-53.*

IT IS FURTHER SUBMITTED the Surveyors be advised it is concluded that the thicknesses given for 'H' strake (s.s. amids & p.s.f.) also for 'E' strake (p & s) are not indicative of the general condition of these strakes, but are purely local, but this should be confirmed.

IT IS ALSO SUBMITTED the Surveyors be advised it is concluded that the shell plating (p.s.) in way Nos. 1 & 2 hold bulkhead and indented tank tops and tunnel plating have been specially examined and dealt with as considered necessary and may now be deleted from ~~the condition of~~ class of the ship, but this should be confirmed.

*See letter dated 13-1-53*

*To be Endorsed see letter 13-1-53*

*SPR*  
*14-10-52.*

*[Signature]*



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