

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 12th Sept. 1952. When handed in at Local Office 19 Port of K O B E

No. in Survey held at Sasebo Date, First Survey 16th June, Last Survey 19th July, 1952.
Reg. Book 53176 on the ~~Wood Iron or Steel~~ S.S. "ATAGO MARU" (No. of Visits 8)TONNAGE: Built at Newcastle By whom Armstrong Whitworth When 1928 9
GROSS 6960 Owners Hinode Kisen K.K. Owners' Address
UNDER DK 6575 Managers Port belonging to Kobe Tokyo
NET 4282Surveyed Afloat or in Dry Dock? Drydock Name of Dock Sasebo Destined Voyage
Cell D B or D B a feet; uE & B feet; f fe } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } Precisely as in Register Book & Supplements)Only alterations in the existing records of tanks should be inserted.
N.B.—All Alterations in the existing records should be underlined.

Last Report, No. 476 Port Kobe

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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. 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 and Oil Fuel Conversion.

Now Done:- Ship placed in dry dock. Shell plating, sternframe and rudder cleaned, examined and coated.

Ship undocked 7,52.

Examined:- All holds, 'Tween decks, fore and after peak spaces, coal bunkers, engine and boiler spaces, under engines and boilers, plating in way of sidelights, decks, hatchways, with covers, supports, tarpaulins, cleats and battening arrangements, anchors, chain cables, chain locker, masts, rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, W.T. doors, ventilators, coamings and covers, air and sounding pipes (striking plates fitted), casings, cargo battens and boats. Freeboard verified. Shell plating drilled and gauged, list of thicknesses on report.

(P.T.O.)

SUMMARY OF DAMAGE REPAIRS:-

Renewed ...

Removed and Faird or Repaired

Faird or Repaired in place

RESENT CONDITION OF THE

Decks Good Bulkheads Good Engine Room Skylights Good Copper, or Y.M. (State if on Fair)

Caulking of Decks " Ceiling " Coal Bunkers, Openings, Covers, &c. - When fitted, Month Year

Coamings " Cement or Asphalt " Oil Bunkers Good Boats Good

Beams & Fastenings " Rudder " Scuppers " Masts, Yards, &c. See Rpt.

Outside Plating " Steering gear and its connections " Cargo Hatchways " Condition, how ascertained (State if wedges removed.)

" " in way of sidelights " Windlass " Hatches " Equipment letter at

Frames " Have pumps been examined and found efficient? Yes Planking " Anchors. No. of 3B 1S

Reverse Frames " Have Sluice Valves been examined and found efficient? - Caulking " Cables (State if now ranged) Yes

Longitudinals - Have Watertight Doors been examined and found efficient? Yes Treenails " " length 270 fms mean diam. 2 1/8"

Transverses Good Have Ventilators and their Coamings been examined and found efficient? Yes Breasthooks & Stemson " " Rule length 270 fms size 5/16"

Floors - Have the Tanks been examined internally? Yes Timbers of Frame at openings " Chain Locker Good

Keelsons - Have the Tanks been tested? Yes " at other places " Hawsters & Warps Sufficient

Stringers Good Air and Sounding Pipes Good Stringers, Clamps & Shelves " Standing and Running Rigging Good

Inner Bottom Plating Good Doubling Plates under Sounding Pipes " Salting " Sails -

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 and efficient condition and is eligible in our opinion to remain as now classed, with fresh record of Survey S.S. Sasebo 7,52 (DR.) and docking date 7,52.

Notation for Register Book E.S.D. fitted.

Survey Fee (Per Section 23) £180,000 Fees applied for, 19

Oil Fuel Conversion 50,000 Received by me, 19

Special Damage or Repair Fee (if any) £ Travelling Expenses (if chargeable) £ 20,000

Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

Lloyd's Register Foundation

Wear and Tear Repairs:

Main Deck Plating in way of bath masts part doubled.

No.1 Hold Centre Line bulkhead base plate cropped and part renewed.

<u>Tank Top</u>	No. 3 D.B. Tank - 2 tanks top plates renewed.
	No. 4 D.B. Tank - 2 tanks top plates renewed under boiler.

3 Net Peak Bhd. Bhd. to shell bkt. P. & S. fitted with reverse bar.

No. 4 Tween Deck Frames 46 to 65 Port and Starb'd fitted with welded Straps in way of cement chocks.

Fore Peak Sounding pipe renewed.

Fore Peak Bhd. - Upper and Lower stringer bkts to bhd. 1
2nd Deck No.3 Tween Deck stringer P. & S. Part doubled.

Oil Fuel Conversion The Cross bunker Frames 96 to 103 has now been converted into an Oil Fuel Bunker. Bhds 96 and 103 have been renewed with the necessary stringers and shell stringers and a Settling Tank has been fitted port and starb'd Frames 96 to 98.

All as per enclosed approved plans.

All as per enclosed approved plans.
The Upper deck hatch Frames 99 to 102 has now been plated over forming crown of tank.

Oil Fuel can be carried in the No. 2, 3 D.B. Tanks and the Deep Tank.

Floors 144 and 95 have been made oil tight to form cofferdams.

Floors 144 and 95 have been made oil tight to form self-contained.
Tank Top in way of Oil Fuel D.B. Tanks fitted with wood ceiling on bearers.

Tank Top in way of Oil Fuel D.B. Tanks 1100
Oil Fuel Tank air pipes fitted with gauzes.

Oil Fuel Tank air pipes fitted with gauges.
The Bhd. 103 fitted with sheathing and gutterway in the hold.

The Bhd. 103 fitted with sheathing and gutterway in the hold.
All the requirements of the Rules for carriage of Oil Fuel for Ships use have been complied with.

Echo Sounding Compartment, now built at aft end of No.2 D.B. Tank.

Ash Shoot - Shell opening plated over.

Interim Certificate No.C-11009 issued, copy attached hereto.

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

ANCHORS.

Number of Certificate.	Anchors. *	WEIGHT. EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				Weight Required By Rule.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

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

CHAIN CABLES.

[illegible]

Drilling Sheet:-

Drilling Sheet:-			Forward				Aft.				
Strake			Original Thickness	Amidship Thickness by Drilling.		Original Thickness	Forward Thickness Drilling.		Original Thickness	Aft. Thickness Drilling.	
			Thick-ness	Port	Std.	Thick-ness	Port	Std.	Thick-ness	Port	Std.
SHEER STRAKE S			.74 ✓	.72	.71	.50 ✓	.55	.51	.50 ✓	.47	.47
1st Strake											
	below	L	.69 ✓	.56	.56	.46 ⁵⁰	.49	.49	.50 ⁴⁶	.47	.47
2nd	"	J	.62 ✓	.59	.59	.46 ✓	.47	.47	.49 ⁴⁶	.43	.47
3rd	"	H	.62 ✓	.48	.44	.46 ✓	.32	.39	.49 ⁴⁶	.47	.47
4th	"	G	.62 ✓	.50	.48	.46 ✓	.51	.41	.49 ⁴⁶	.47	.48
5th	"	F	.62 ✓	.57	.59	.46 ✓	.39	.39	.49 ⁴⁶	.43	.43
6th	" (Bilge)	E	.64 ✓	.59	.59	.56 ⁵⁰	-	-	.52 ⁵⁰	.37	.37
7th	"	D	.64 ✓	.59	.60	.50 ✓	.51	.47	.52 ⁵⁰	.63	.67
8th	"	C	.64 ✓	.63	.61	.50 ✓	.43	.49	.76 ⁵⁰	.63	.67
9th	"	B	.64 ✓	.59	.57	.68 ⁵⁰	.59	.59	.52 ⁵⁰	.39	.37
10th	"	A	.64 ✓	.57	.59	.68 ⁵⁰	.55	.55	.68 ⁵⁰	.63	.67
11th	" Keel		.85 ✓								

13B--If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped 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.

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50 ✓	.51	.47	50 \$0		
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58 \$0	.59	.59	52 \$0	.39	.37
68 \$0	.55	.55	68 \$0	.63	.67

Lloyd's Register
Foundation