

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office **850611952**)

Date of writing Report 26th Sept., 1952. When handed in at Local Office 19 Port of KOBE

No in Reg. Book. Survey held at Sasebo Date. First Survey 26th June Last Survey 19th July 1952.
(No. of Visits 5)

35623 on the Machinery of the Wood, Iron or Steel S.S. "ATAGO MARU"
5276

Tonnage { Gross 6960 Vessel built at Newcastle By whom Armstrong Whitworth When 1928 9
 Net 4283 Engines made at Grk. By whom J.G. Kincaid & Co., Ltd. When
 Nominal } 574 Boilers, when made (Main) (Donkey)
 Horse Power } Owners Hinode Kisen K.K. Owners' Address
 No. of Main Boilers 3 Managers Port Kobe Voyage
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Both
 Steam Pressure 180 (State name of Dock.) Sasebo
 in Main Boilers
 in Donkey Boilers -

Particulars of Classification (which must be inserted Precisely as in Register Book & Supplements).

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100Al with freeboard ss. Shl. - 7, 48	<u>9.51</u>	+LMC 7, 48 BS 8, 51 CL 12, 49

Last Report No. Port
Particulars of Examination and Repairs (if any) for L.M.C. TS & Alteration

(Periodical Surveys, when held, must be reported in detail and serially 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

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

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

Donkey " " " " " "

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler. Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

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

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

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

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? Yes If so, state reasons crack at Keyway Has the shaft now fitted been previously used? No Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft Now State the wear down in the stern bush Close Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes

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

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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 drydock, propeller, aft end of stern bush, sea cocks & valves with their shell fastenings examined and found or now placed in good condition. Tail shaft, New Tail shaft with continuous liner, dia. 1'-3 5/8" thickness of continuous liner 3/4" fitted. Marked: J-B397149 LR 19110 CNH 14.11.49.

LMC, all cylinders, pistons, slide valves, rods, crank, (lifted) thrust, intermediate shafting, condensers (tested) pumps, piping and pumping arrangements, examined and found or now placed in good condition.

Electric fittings, Existing one 15, One 10 K.W. dynamos renewed and two new 25 K.W. steam dynamos with new switchboard installed. Wiring & fittings made in accordance with the Rules. Installations megger tested and tried and found satisfactory.

Boilers, the 3 Main boilers were examined, over all parts with mountings and found or now placed in good condition. Safety valves adjusted under steam as stated above.

(P.T.O.)

General Observations, Opinion, and Recommendation:-

(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, BS 9.11, B&MS 9.11, + LMC 9.11 to + LMC 140 lb., FD, &c.)

CS 3.34
The machinery & boilers of this vessel are in good condition and eligible in my opinion to be continued as classed with fresh record of +LMC 7-52 and TS (CL)(N) fitted 7-52 subject to main engine L.P. slide guide bracket being specially examined and repaired as necessary before the end of January, 1953.

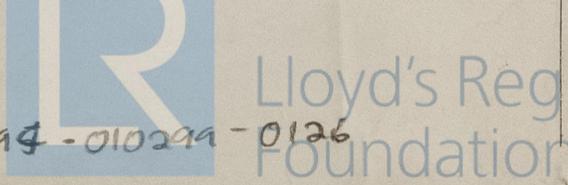
Survey Fee (per Section 23) LMC ¥80,000 Fees applied for 19
 Special Damage or Repair Fee (if any) Electric Eq. ¥30,000 Received by me. 19
 Travelling expenses (if chargeable) ¥18,250

TUES. 27 JAN 1953

Committee's Minute

Assigned See Aug. 9328

M. Yamakura J. Hamada
Engineer Surveyor to Lloyd's Register of Shipping.



010294-010299-0126

is one report sent now, or when will it be sent?

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

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

Repair to Main Engine L.P. slide guide bracket:-

L.P. slide guide bracket found broken at lower slide bearing and now efficiently patch repaired but recommended same to be specially examined and repaired as necessary within 6 months time, new casting has now been ordered by the owners.

Repairs due to wear and tear:-

Screw shaft replaced with new spare on board.
Main engine crank shaft lifted and shafting re-liqued.
Safety valves (complete) on all boilers renewed.
About 120 meters of defective electric cables renewed.
Other minor repairs and adjustment.

Alteration:-

1. Two 25 K.W. dynamos installed as stated above.
2. Connection has now been made to burn oil fuel on all boilers.
2-unit pumps (capacity 2 tons per hr. each), 1 transfer pump (75 tons per hr)
2-heater, 1-set, change over strainer, and 1-set starting out unit, made under survey, have now been installed.
2-F.O. settling tanks (50 tons total) made in D.T. and P & S front of boiler, with scantlings fittings as per rules.
Piping and pumping arrangements, with deck controls and fire extinguishing apparatus and funnel dampers were dealt with in accordance with the Rules.
Installations tried on completion of the work and found satisfactory.

Interim Certificate No.C-11252 issued, copy attached hereto.



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