

-2 OCT 1967

Ship's Name ~~SS/MS~~ "AWATA MARU"

Port Shimonoseki

Processing
Number: LR 503185

Gross tons 7601

Rpt. No. 3079

Port of Registry Tokyo

Date of build 1952-8

Is there a rpt. 8? Yes

No. of visits 6

First date 9-9-67

Last date 18-9-67

Interim Cert. issued
& copy herewith? Yes
No. C-17844Damage rpt. issued
and copy herewith? No

Last rpt. (H.Q. only)

Date of
completing rpt. 20-9-67

Surveyed at, if different from Port above -

Is a rpt. 9B
attached? Yes

MN 1720

Nature of survey CSM, ABS, TS(CL)(S) & DS.

Survey fees

Damage fee -

Expenses ¥ 2,600

CSM: ¥ 20,000

ABS: ¥ 16,500

TS(CL): ¥ 12,000

Elect.: ¥ 84,000

S.A. fee ¥ 8,000

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S) Twin Engines

1 Cyls., covers, pistons,
rods, valves & gears Port No.1: Good

Starb'd No.1: Good

2 Con.rods,crossheads,
bearings & guides Side: -

Centre No.1: Good

No.1: Good

3 Crankpins
(incl. eccentrics)
& bearings Side: -

Centre

No.1: Good

4 Crankshaft journals
& bearings (p) Nos. 4 & 6: Good5 Detuner or
vibration damper

MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

6 Cyls., covers,
pistons & rods No. 1 (p & s): Good7 Con. rods, crossheads,
bearings & guides8 Crankpins &
bearings9 Journals &
bearings10 Levers, links &
bearings No. 1 (p & s): Good11 Coolers &
safety devices12 Scavenge blowers
& superchargers

13 Air coolers

14 Crankcase & scavenge doors & explosion relief devices

MAIN TURBINES

15 Casings, rotors,
blading, bearings,
thrusters & couplings

16 Astern turbine

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship and are in all respects satisfactory for the service on which the ship is intended to ply, namely, International voyages/voyages within the limits

(The above declaration applies to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

I recommend that the machinery of this ship remain as classed with ~~without~~ fresh record of CSM (with date) on completion, ABS 9/67, TS(CL)(S) 9/67. Subject to any outstanding condition of class being dealt with as previously recommended.

ALSO FOR

SPL FOR

TRO

NOTED BY
CSLR

POSTING

HEADER

CERT

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the Interim certificate).

Date of Committee

Minute

Surveyor to Lloyd's Register of Shipping

THURSDAY 26 OCT 1967

As now
ABS 9.67
TS(S) 9.67

Lloyd's Register
Foundation

013497-014003-0032

are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where re-examination or repairs should be made before

MAIN REDUCTION GEARING

17 Pinions & wheels

18 Shafts, bearings
& couplings19 Exhaust steam
turbines (with
recip. eng.)20 Thrust blocks,
shafts & bearings21 M.E. steam
compressors22 Intermediate shafts & bearings Nos. 3 & 4 (p & s): Good
Starb'd tail shaft bearing23 Clutches & hyd-
raulic couplings

24 Steam re-heaters

25 De-superheaters

26 Forced &/or induced
draught fans27 Stop & manoeuvring
valves28 Holding down
bolts & chocks29 Main engine
driven pumps
(including fuel injection)30 Condensers
(main & aux.)31 Air ejectors
(main & aux.)32 Have main engines been
examined working &
manoeuvring? YesState
Port P. or
Starboard S.33 Essential independent pumps Forward feed water; aft valve cooling F.W. for M.E.;
General service; All Good.34 Bilge, ballast & oil fuel
suction lines, fittings & controls35 Have the remaining piping arrangements
& fittings in the machinery space been
examined as considered necessary?

36 Fresh water coolers

Main
37 Lub. oil coolers Aft: Good38 Heaters & safety devices including
de-aerator (state service)39 Pressure feed
water filters40 Auxiliary air receivers
& safety devices

41 Starting air pipes

42 Main air receivers
& safety devices43 Independent air compressors, coolers & safety devices Starb'd main: Good
(Hand Emergency): Good44 Oil fuel tanks (not
forming part of
the hull structure)45 Have all evaporators safety
valves been tested under steam?

46 Evaporators

47 Distillers

48 Steering machinery Starb'd: Good

49 Windlass

50 Machinery
spare gear GoodIdentify
by
position

AUXILIARY ENGINES

Starb'd aux. oil engine in its entirety Good

DOCKING

Propeller Both: Good

Sea connections Not examined

Oil gland - P S

Fastenings & gratings Good

Clearance in stern bush (if relined Before 3.08 mm 5.48mm
state clearance before & after) After - 1.20mm

Has screw/shaft been drawn? Starb'd drawn.

Date of examining
shaft & condition 15-9-67Has shaft
been changed? No.Has shaft now fitted
been previously used? -

Has shaft now examined/fitted a continuous liner? Yes

Approved oil gland -

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Tail shaft Survey (due 10/69):

The starboard tail shaft/stern bush clearance 5.48 mm and at the Owners' request
lignum vitae bearing strips now renewed all round to suit.

State whether continuation sheet attached

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately for wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.