

Ship's Name ~~MS~~ "AWATA MARU" Port **Shimonoseki**

Processing Number: LR 503185 Gross tons 7,601 Rpt. No. 2755

Port of Registry Tokyo Date of build 1952-8 Is there a rpt. 8? Yes

No. of visits 7 First date 14-10-66 Last date 20-10-66

Interim Cert. issued & copy herewith? Yes No. C-16140 Damage rpt. issued and copy herewith? No Last rpt. (H.Q. only)

Date of completing rpt. 20-10-66 Surveyed at, if different from Port above -

Is a rpt. 9B attached? Yes MN 1720 Nature of survey GSM, ABS, TS(CL)P

Survey fees
GSM ¥ 100,000
ABS ¥ 16,500
TS(CL)P ¥ 15,000

Damage fee Nil Expenses ¥ 2,000

S.A. fee ¥ 8,000 (16-10-66 AM)

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

- 1 Cyls., covers, pistons, ~~legs~~ valves & gears P-5, P-6, S-4 & S-5 - Good
- 2 Con. rods, crossheads, bearings & guides Side P-5, P-6, S-4 & S-5 - Good
- 3 Crankpins (incl. eccentrics) & bearings Side Centre P-5, P-6, S-4 & S-5 - Good
- 4 Crankshaft journals & bearings P-2, P-7 S-3, S-4, S-6 & S-7 Good 15 Detuner or vibration damper

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

- 6 Cyls., covers, pistons & rods P-5, P-6, S-4 & S-5 - Good 7 Con. rods, crossheads, bearings & guides
- 8 Crankpins & bearings 9 Journals & bearings
- 10 Levers, links & bearings P-5, P-6, S-4 & S-5 - Good 11 Coolers & safety devices
- 12 Scavenge blowers & superchargers 13 Air coolers
- 14 Crankcase & scavenge doors & explosion relief devices Good

MAIN TURBINES

- 15 Casings, rotors, blading, bearings, thrusts & 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.)

Not applicable.

We recommend that the machinery of this ship remain as classed with ~~fresh records~~ of ABS 10/66, TS(CL)P 10/66 now, and GSM (with date) when the survey has been completed. Subject to any outstanding condition of class being dealt with as previously recommended.

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

R. Hashiguchi & A. Murao
Surveyors to Lloyd's Register of Shipping

Date of Committee

FRIDAY 16 DEC 1966

Minute

As now
TS(p) 10.66

ABS 10.66

ALSO FOR

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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 there should 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

189 NOV 1966

MAIN REDUCTION GEARING

17 Pinions & wheels	18 Shafts, bearings & couplings	
19 Exhaust steam turbines (with recip. eng.)	20 Thrust blocks, shafts & bearings	S. Good
21 M.E. steam compressors	22 Intermediate shafts & bearings	P. Nos.1 & 2 shafts & bearings in way S. Nos.1 & 2 " " " ") Good
23 Clutches & hydraulic couplings	24 Steam re-heaters	
25 De-superheaters	26 Forced &/or induced draught fans	
27 Stop & manoeuvring valves	28 Holding down bolts & chocks	
29 Main engine driven pumps (including fuel injection)		
30 Condensers (main & aux.)	31 Air ejectors (main & aux.)	Aux.(p) - Good
32 Have main engines been examined working & manoeuvring?		

State Port P. or Starboard S.

33 Essential independent pumps	The following - Good. Outboard lubricating oil pump (s). Outboard oil fuel service pump (s). Aft aux. boiler oil fuel service pump (p). Aft feed pump (p). Ballast pump (p). General service pump (p). Inboard oil fuel transfer pump (p). Bilge, ballast & oil fuel suction lines, fittings & controls		35 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?
36 Fresh water coolers		37 Lub. oil cooler	Fwd. - Good
38 Heaters & safety devices including de-aerator (state service)	Forward & aft oil fuel heaters for aux. boiler.	39 Pressure feed water filters	
40 Auxiliary air receivers & safety devices		41 Starting air pipes	
42 Main air receiver & safety devices	Port - Good	44 Oil fuel tanks (not forming part of the hull structure)	6 Inboard & out-board oil settling tanks.(S) Aux.eng.service tank(P) Fwd & aft boiler service tanks(P).
43 Independent air compressor coolers & safety devices	Port forward - Good	46 Evaporators	
45 Have all evaporators safety valves been tested under steam?		47 Distillers	
48 Steering machinery		49 Windlass	50 Machinery spare gear Sufficient

Identify by position

AUXILIARY ENGINES

Port forward auxiliary diesel engine for main generator - good

DOCKING

Propellers	Good	All Sea connections	opened up - Good	Oil gland	Before 11mm After 1.5mm 5 mm
Fastenings & gratings				Clearance in stern bush (if relined state clearance before & after)	(P. (S.))
Has screw shaft been drawn?	Yes, Port, the cone magna-flux tested with the satisfaction.			Date of examining shaft & condition	P. 16-10-1966
Has shaft been changed?	No			Has shaft now fitted been previously used?	-
Has shaft now examined/xxx a continuous liner?	Yes			Approved oil gland	-

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Wear and tear repairs:-

Port tail shaft continuous liner skimmed on account of grooving in way of gland packings.

Port stern bush relined on account of excessive wear.

Main engine cylinder liners P-6, S-4, & S-5 replaced by ships spares on account of excessive wear.

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.

(Cont'd to Rpt.9B)

