

LLOYD'S REGISTER OF SHIPPING



No. B1-111154

Port KOBE

30th November, 1964.

This is to Certify that I have surveyed part of the machinery of the m.s. "AWATA MARU" 7601 Gross tons of Tokyo for completion of CSM, ABS, SPS, TS(CL) P. & Damage, whilst she lay in drydock and afloat at Osaka on the 16th November 1964 and subsequently and that all my recommendations have been carried out to my satisfaction. I am reporting accordingly and recommending to the Committee of Lloyd's Register of Shipping that the machinery classification should be retained and the following survey records assigned CSM 11,64 ABS 11,64, SPS 11,64 and TS(CL) P.11,64 subject to any outstanding condition of class being dealt with as previously recommended.

Parts now examined:—P. & S. Propellers, Port screw shaft, Sea connections and Fastenings.

Port main engine: Nos. 2 & 3 cyls, covers, pistons, rods, valves and gears, con. rods, top ends and guides, crankpins & bearings.
Nos. 3 & 8 journals and bearings.
Nos. 2 & 3 main engine driven scavenge pumps and arms.

Stb'd main engine: Nos. 3 & 5 cyls, covers, pistons, rods, valves and gears, con. rods, top ends & guides, crankpins and bearings.
Nos. 3 & 5 main engine driven scavenge pumps and arms.
Nos. 1 & 5 journals and bearings.

Both main engine: Nos. 5 & 6 intermediated shafts and their bearings.
(P. & S.) Holding down bolts and chocks.
Fuel injection pumps for P. & S. main engines.
Working and manoeuvring for main engine tested.

Pumps: Bilge and ballast pump.
Bilge pump.
Outboard oil fuel transfer pump. (Port)
Stb'd inboard oil fuel service pump.
After main engine cooling sea water pump.
Outer fuel valve cooling pump.
Port aft feed water pump.
Lub. oil shift pump.

-P.F.O.-

M. Kitan
Surveyor to Lloyd's Register of Shipping
M. Kitan

KEY TO ABBREVIATIONS

ABS Auxiliary Boiler Survey
CSM Continuous Survey of Machinery
DBS Donkey Boiler Survey
ES Engine Special Survey

MBS Main Boiler Survey
OF Fitted for oil fuel (date) EP above 150°F
SGS Steam Generator Survey
SPS Steampipe Survey

TS Tailshaft Survey
TS(CL) Tailshaft Survey—Continuous Liner
TSN Tailshaft renewed
TS(OG) Tailshaft Survey—Oil Gland

MK:sk

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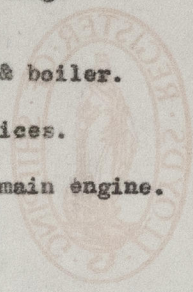
Cert. B.1. 10,64 KOB

FOR LONDON

C O P Y

LLOYD'S REGISTER OF SHIPPING

Auxiliaries: Bilge, ballast & oil fuel suction lines, fittings controls.
After lub. oil coolers.
Nos. 1 & 2 oil fuel heaters for main engines & boiler.
Auxiliary air receiver & safety devices.
Stb'd forward main air receiver & safety devices.
Hand air compressor in its entirety.
Stb'd oil fuel service & settling tanks for main engine.
Aft oil fuel service tank for boiler.
Stb'd diesel oil service tank.
L.O. settling tank(all).
Starting air pipes for P. & S. main engine.
Fire extinguishing arrangements.
P. & S. steering machinerys.
Windlass.
Stb'd (No. 1) generator diesel engine in its entirety.
L.O.K.W. diesel engine.
Auxiliary boiler throughout.
Main steam pipe for auxiliary boiler.
Auxiliary electric equipment.



and that all my recommendations have been carried out to my satisfaction. I
am reporting accordingly and recommending to the Committee of Lloyd's Register
of Shipping that the machinery classification should be retained and the following

Ports now examined -

1. The machinery of the ship was examined and found to be in good order and
conforming to the requirements of the Rules. The following particulars were
noted: - The main engine was found to be in good order and conforming to the
requirements of the Rules. The auxiliary engine was found to be in good order
and conforming to the requirements of the Rules. The boiler was found to be in
good order and conforming to the requirements of the Rules. The steam pipes
were found to be in good order and conforming to the requirements of the Rules.
The windlass was found to be in good order and conforming to the requirements
of the Rules. The steering machinery was found to be in good order and
conforming to the requirements of the Rules. The fire extinguishing arrangements
were found to be in good order and conforming to the requirements of the Rules.
The bilge, ballast and oil fuel suction lines, fittings and controls were found to
be in good order and conforming to the requirements of the Rules. The after lub.
oil coolers were found to be in good order and conforming to the requirements of
the Rules. The Nos. 1 & 2 oil fuel heaters for main engines and boiler were
found to be in good order and conforming to the requirements of the Rules. The
auxiliary air receiver and safety devices were found to be in good order and
conforming to the requirements of the Rules. The stb'd forward main air receiver
and safety devices were found to be in good order and conforming to the
requirements of the Rules. The hand air compressor was found to be in good
order and conforming to the requirements of the Rules. The stb'd oil fuel service
and settling tanks for main engine were found to be in good order and conforming
to the requirements of the Rules. The aft oil fuel service tank for boiler was
found to be in good order and conforming to the requirements of the Rules. The
stb'd diesel oil service tank was found to be in good order and conforming to the
requirements of the Rules. The L.O. settling tank(all) was found to be in good
order and conforming to the requirements of the Rules. The starting air pipes for
P. & S. main engine were found to be in good order and conforming to the
requirements of the Rules. The fire extinguishing arrangements were found to be
in good order and conforming to the requirements of the Rules. The P. & S.
steering machinerys were found to be in good order and conforming to the
requirements of the Rules. The windlass was found to be in good order and
conforming to the requirements of the Rules. The stb'd (No. 1) generator diesel
engine in its entirety was found to be in good order and conforming to the
requirements of the Rules. The L.O.K.W. diesel engine was found to be in good
order and conforming to the requirements of the Rules. The auxiliary boiler
throughout was found to be in good order and conforming to the requirements of
the Rules. The main steam pipe for auxiliary boiler was found to be in good
order and conforming to the requirements of the Rules. The auxiliary electric
equipment was found to be in good order and conforming to the requirements of
the Rules.

Surveyor to Lloyd's Register of Shipping



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