

29 DEC 1964

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

Gross tons 7601

Port of  
Registry Tokyo

Port Kobe

Date of build

Is there a rpt. 8?

Rpt. No. 13687

No. of visits

First date

Last date

Interim Cert. issued  
& copy herewith?Damage rpt. issued  
& copy herewith?

Last rpt. (H.Q. only)

Date of  
completing rpt.

Surveyed at, if different from Port above

Is a rpt. 9A  
attached?

No

MN

Nature of survey

Survey fees

Damage fee

Expenses

CSM, ABS, SPS, TS(CL)P  
and Damage.

S.A. fee

## DOCKING

Propeller P. &amp; S, Good Sea connections

Good

Oil gland

None

Fastenings Good

Wear down of stern bush  
(if relined, state clearance  
before and after)Stb'd 5.20mm  
Before rewood port: 12.00  
After rewood port: 1.70  
mmHas screw tube  
shaft been drawn? Yes,  
Port, Good

Date of examn. 16-11-64

Has shaft been  
changed? No

Has shaft now fitted been previously used? -

Has shaft now examined/fitted a continuous liner? Yes,  
Port, Good Approved oil gland? -

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, ~~XXXXXXXXXXXX~~ (State if oil fired—OF  
or exhaust gas—EG) MAINOF & EG Forward upper floor in E.R.  
16-11-64 : Good

Air heaters -

Superheaters -

Safety valves Good

Mountings, doors  
and fastenings GoodSafety valves { Sat 100 lbs/in<sup>2</sup>  
adjusted to { Spt -Boiler securing  
arrangements Good

Main economisers -

Exhaust gas heated economisers  
and their safety valves -Steam heated  
steam generators -

Steam generator safety valves adjusted to -

Forced  
circulating pumps None

Funnel Good

Have saturated steam pipes in cylindrical boiler  
smoke boxes been examined as required by the Rules? -Were oil burning system &  
remote controls examined  
in accordance with rules? Yes, Good.

I recommend that the machinery of this ship remain as classed with/without fresh record of

See Rpt. 9A

(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

THURSDAY 21 JAN 1965

M. Kitan

Minute

see rpt 9A

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

03947-44003-0074.1

At part or complete Special Surveys those items which are not applicable  
to the ship are to be cancelled; this need not be done when the machinery is  
on a continuous survey basis. When any part has been subjected to pressure  
test, it should be stated. Entire parts when referred to by numbers should  
be counted from forward.considered that re-examination or repairs should  
be made before 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".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 Examina-  
tion. Where repairs have been effected or it is



## EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN  
AUXILIARY  
(over 3" bore) Steel, Hydraulic test, 14kg/cm<sup>2</sup>, Good

Have saturated pipes in cylindrical boiler smoke boxes been tested? None

Were selected copper pipes annealed? -

## ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	230 KW x 3 + 40KW = 730KW
a Generators		l Generators & governors	Good
b Exciters			
c Air coolers		m Motors	Good
d Motors			
e Air coolers		n Switchboards & fittings	Good
f Control gear cables, etc.		o Circuit breakers	Good
g Insulation resistance		p Cables	Good
h Insulating oil test		q Insulation resistance	Good
i Overspeed governors		r Steering gear generators & motors	Good
j Magnetic couplings		s Navigation light indicators	Good
k Air gap			

## PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

## Wear and Tear Repairs:

Port stern bush lignumvitae worn, rewooded lower part, close fit (1.70mm),

Port screw shaft cone & its keyway magnafluxed and found good, but they were not complied with the requirement of C1002 of Rules.

Damage: Stated to have been sustained through contacting unknown floating object whilst on voyage from Brisben to Yokkaichi in Japan on the 21st October, 1964.

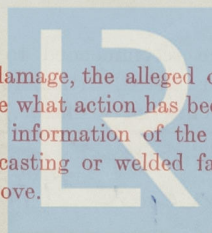
Damage Found: 4 blades of port propeller and A & D blades of Stb'd propeller slightly bent at their tips.

Now done : Their propeller blades dressed smooth.

Other minor repairs effected as required.

S.R.L. Appendix No.14: "M.E. No.6 cylinder jacket repaired" was examined at this time and found efficient. It is accordingly, submitted that this item be retained in the appendix to S.R.L.

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 from 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.



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