

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. & S, Good Sea connections Good Oil gland None  
Wear down of stern bush (if relined, state clearance before and after) Stb'd 5.20mm mm  
Before rewood port: 12.00 mm  
After rewood port: 1.70 mm

Fastenings Good Date of examn. 16-11-64

Has screw tube shaft been drawn? Yes, Port, Good

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) MAIN  
OF & EG Forward upper floor in E.R.  
16-11-64 : Good

Air heaters -

Superheaters -

Safety valves Good

Mountings, doors and fastenings Good

Safety valves { Sat 100 lbs/in<sup>2</sup>  
adjusted to { Spt -

Boiler securing arrangements Good

Main economisers -

Steam heated steam generators -

Forced circulating pumps None

Exhaust gas heated economisers and their safety valves -

Steam generator safety valves adjusted to -

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

Minute

see rept 9A

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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 previous survey basis. When any part has been subjected to pressure test, it should be stated. Enquire 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 Examination. 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.

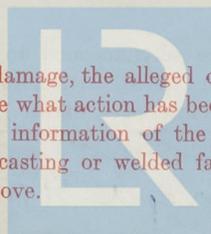
Damage Found: 4 blades of port propeller and A & D blades of Stb'd propeller slightly bent at their tips.

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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