

29 DEC 1964

Ship's Name ~~SS~~/MS "AWATA MARU"
Port of Registry Tokyo Port Kobe
Gross tons 7,601
Date of build 8-1952 Is there a rpt. 8? Yes Rpt. No. 13687
No. of visits 3 First date 16-11-64 Last date 21-11-64
Interim Cert. issued Yes, Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only)
& copy herewith? B1-111154 & copy herewith? No
Date of completing rpt. 30-11-64 Surveyed at, if different from Port above Osaka
Is a rpt. 9B attached? Yes MN Nature of survey CSM, ABS, SPS, TS(CL) Port & Damage.
Survey fees: *Comp. CSM 210,300.-*
ABS 12,000.-
TS 10,500.-
Elect. 63,000.-
Damage fee Expenses *73,000.-*
S.A. fee -

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

- | | | | |
|---|---|-------------------------------------|------|
| 1 | Cyls., covers, pistons & rods | P. Nos. 2 & 3, S. Nos. 3 & 5, Good. | |
| 2 | Valves & gears
Con. rods, cross-heads, bearings | P. Nos. 2 & 3, S. Nos. 3 & 5, Good. | |
| 3 | Con. rods, cross-heads, bearings
& guides | P. Nos. 2 & 3, S. Nos. 3 & 5, Good. | Side |
| 4 | Crankpins & bearings centre | P. Nos. 2 & 3, S. Nos. 3 & 5, Good. | Side |
| 5 | Journals & bearings | P. Nos. 3 & 8, S. Nos. 1 & 5, Good. | |

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

- | | | | |
|----|-------------------------------|---|-----------------------------------|
| 6 | Cyls., covers, pistons & rods | 7 | Con. rods, cross-heads & bearings |
| 8 | Crankpins & bearings | 9 | Journals & bearings |
| 10 | Coolers & safety devices | | |

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

- | | | | | |
|----|-------------------------------|------------------------------------|----|-----------------------------------|
| 11 | Cyls., covers, pistons & rods | P. No. 2 & 3, S. Nos. 3 & 5, Good. | 12 | Con. rods, cross-heads & bearings |
| 13 | Crankpins & bearings | | 14 | Journals & bearings |

MAIN TURBINES (State Port—P or Starboard—S)

- | | | | | |
|----|---|----|--------|-------------------------------------|
| 16 | Casings, rotors, blading, bearings, & thrusts | 15 | Levers | P. Nos. 2 & 3, S. Nos. 3 & 5, Good. |
|----|---|----|--------|-------------------------------------|

- | | | | |
|----|-------------------|----|---------------|
| 17 | Reduction gearing | 19 | Superchargers |
| 18 | Scavenge blowers | | |

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

(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

As now, without specdn.
CSM 11.64
PORT TS 11.64 ABS 11.64 SPS 11.64

M. Kitan 2021
Surveyor to Lloyd's Register of Shipping

M. Kitan

Lloyd's Register Foundation

ALSO FOR

SPL FOR

NOTED BY

CESR

SRL

POSTING

HEADER

CERT

At 100% 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 this should be stated. Engine 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 date of the next Periodical Examination. Where repairs have been effected or it is

013997-014003-0074

Exhaust steam turbines (with recip. eng.) 20

Steam compressors 22

Clutches & hydraulic couplings 24

Steam re-heaters 26

De-superheaters 28

Stop & manoeuvring valves 30

Main engine driven pumps 33

Thrust blocks shafts & bearings 21

Intermediate shafts & bearings 23

Condensers (main & aux.) 25

Air ejectors (main & aux.) 27

Forced &/or induced draught fans 29

Holding down bolts & chocks 31

P. & S. Nos. 5 & 6 shafts & their bearings) Good

P. & S. Fuel injection, Good.

Crankcase doors & explosion relief devices 34

Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle) 35

Good

State Port P. or Starboard S.

Essential independent pumps 36

Bilge and ballast pump. Bilge pump)
Stb'd inb'd oil fuel service)
Outb'd oil fuel transfer) All Good.
After main eng. cooling S.W.)
Outer fuel valve cooling)
Port aft feed water)
Lub. oil shift)

Bilge, ballast & oil fuel suction lines, fittings & controls 37

Good

Fresh water coolers 39

40 Lub. oil coolers After, Good.

Heaters (state service) 41

Nos. 1 & 2 for main eng.
Nos. 1 & 2 for boiler, Good.

Auxiliary air receivers & safety devices 43

Good

44 Starting air pipes for P&S M.E., Good.

Main air receivers & safety devices 45

Stb'd forward, Good.

Independent air compressors coolers & safety devices 46

Hand, Good.

Oil fuel tanks (not forming part of the hull structure) 47

S. FO Service) for M.E.)
S. FO Settling)
Aft FO Service for boiler) All Good.
S. DO Service)
L.O. Settling)

Have all evaporators safety valves been tested under steam? 48

Evaporators 49 HP & LP)

50 Distillers

Fire extinguishing arrangements 51

Good

Steering machinery 52

P&S, Good.

53 Windlass Good

Identify by position

AUXILIARY ENGINES

Stb'd (No. 1) generator diesel engine, Good.
40KW diesel engine, Good.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

S.R.L. Item: No. 4 piston leg of port main engine renewed in August, 1964.

Wear and Tear Repairs:

P. Main Engine: Nos. 2 & 3 piston crowns & No. 3 cylinder liner worn, renewed.
No. 2 cylinder cover cracked, renewed.

St. Main Engine: No. 5 piston crown worn, replaced with spare.
No. 1 Main bearing lower metal worn, remetalled.

NOTE: With regard to completion of CSM, it was seen that following items were previously dealt with as follows:

- 1). Both main engine case doors & explosion relief devices, Yokohama Cert. No. 4896
- 2). Stb'd main engine Nos. 4 & 6 journals & bearings
- 3). S. Nos. 3 & 4 intermediate shafts & their bearings. Yokohama Cert. 4425

It was also seen that the following items were dealt with previously (1961-1964):-

- 1). Stb'd main engine No. 5 cylinders, all components.
 - 2). Fire extinguishing arrangements.
 - 3). Lub. oil shift pump.
- On the Owners request, the following items were examined at this time and found good.
- 1). No. 1 (Stb'd side) generator diesel engine in its entirety.
 - 2). Main Steam pipe for auxiliary boiler & tested to 14kg/cm².
 - 3). Port aft feed pump.

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 also be reported above.

