

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 3/6/32 When handed in at Local Office 4-6-32 Port of Kobe.

No. in Reg. Book 14695 Survey held at Tama. Date, First Survey 3/5/32 Last Survey 24/5/1932.
(No. of Visits Seven.)

on the Wood, Iron or Steel SINGLE SCREW STEAMER "ATAGOSAN MARU".

TONNAGE: 3949 Built at Port Glasgow. By whom Russell & Co. When 1900 YEAR. MONTH. 12

GROSS 3635 Owners Kyoto Kisen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. 2487 Managers Mitsui Bussan Kaisha, Ltd. Port belonging to Dairen.

NET 2487

Surveyed Afloat or in Dry Dock? Both Name of Dock Tama Dock. Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity tons. FPT tons; APT tons; MT feet tons. }

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 7328 Port Kob

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined --

Society's Freeboard (if assigned) as painted on Ship and now verified } 5 ft. 7 1/2 ins. ✓

Was a damage report made by anyone else? If so, by whom? --

REPAIRS, OR EXAMINATION AS PER RULE, FOR PART S.S. 3rd. No. 2.

NOW DONE:—Vessel placed in dry dock. The bottom, rudder and stern frame cleaned, examined and coated, now satisfactory.

Examined Nos. 3 & 4 holds, and tween decks, tween deck and lower bunkers, peaks, ceiling and limbers lifted in holds and bunkers.

Plating in way of side lights examined. Shell plating drilled where considered necessary.

All double bottom tanks and after peak tank tested by head of water as required by the rules and found tight. Fore peak dry.

Cables ranged, chain locker, anchors, decks (upper deck drilled), masts, no wedges, rigging and general equipment examined and put in order.

Hatch and ventilator coamings, hatch covers and supports, pumps, watertight doors, air P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE								
Decks	Good	State if Tanks have been examined inside	--	Dblng. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	--	
Caulking of Decks	"	State if Tanks now tested	Yes	Engine Room Skylights	"	(State if on Felt).	--	Year --
Coamings	--	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	--	
Beams & Fastenings	--	Ceiling	"	Scuppers	"	Boats	Good	
Outside Plating	Good	Cement or Asphalte	"	Cargo Hatchways	"	Masts, Yards, &c.	"	
Breasthooks	--	(State which.)	"	Hatches	"	Condition, how ascertained	From aloft	
Transoms	--	Rudder	"	Planking of Wood Vessels	--	(State if wedges removed)	--	
Frames	Good	Steering gear and its connections	"	Caulking ditto	--	Sails	--	
Reverse Frames	"	Windlass	"	Treenails ditto	--	Equipment letter	W	
Longitudinals	--	Have Pumps now been examined and found efficient?	Yes	Breasthooks & Stemson ditto	--	Anchors, No. of	3B. 1S. 1K.	
Transverses	--	Have Sluice Valves now been examined and found efficient?	--	Transoms, Pointers, & Crutches, ditto	--	Cables (State if now ranged)	Yes	
Floors	--	Have Watertight Doors now been examined and found efficient?	Yes	Timbers of Frame at openings ditto	--	" length 270 fms. size 2-28/32	--	
Keelsons	--	Have Ventilators and their Coamings been examined and found efficient?	Yes	Ditto ditto at other places ditto	--	" (on board) 270 fms. size 2-1/16	--	
Stringers	--			Stringers, Clamps & Shells ditto	--	Hawser & Warps	Good	
Inner Bottom Plating	--			Salting ditto	--	Standing and Running Rigging	"	

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pind 24, &c."

This vessel, so far as now seen, is in efficient condition and eligible, in my opinion, to remain as classed and to have record of survey 5,32, and notation of S.S.Kob.No.2 - with date- on completion of the survey.

Survey Fee (per Section 29) Yen 225:00 Fees applied for, 28/5/1932.

Special Damage or Repair Fee (if any) Yen 32:00 Received by me. 19

Travelling Expenses (if chargeable) (Including Machinery).

Second Surveyor's Fee (if any)

Surveyor to Lloyd's Register of Shipping.

Committee's Minute 100A1

Character Assigned S.S. 32 835 Spar deck + L.M.C. 5,32

TUE. 5 JUL 1932 TUE 18 JUL 1933

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Shell, Port Side, Nos. from aft.

"L" Strake plates Nos. 4, 6, 7, 9, 11, 13, 14, 15 doubled.

"K" strake plate No.3 renewed.

"J" Strake plate No.2 - doubled.

starboard side.

"L" Strake plates Nos.4,7,8,9,10,15,16 doubled.

"K" strake plate No.3 renewed.

"J" strake plate Nos. 2 & 3 doubled.

Upper deck, Port Side.

Four deck plates renewed abreast fore mast and No.1 Hatch.

Two deck plates part renewed in bridge space abreast boiler casing.

Two coal hatch beams part. renewed.

Three deck plates renewed abreast No.3 Hatch.

Two deck plates renewed abreast main mast and No.4 Hatch.

star board Side.

Two deck plates renewed abreast fore mast.

Five deck plates renewed abreast No.2 Hatch and bunker hatch.

One deck plate renewed fore end of No.3 Hatch.

Two deck plates renewed abreast No.3 Hatch.

Four deck plates renewed abreast No.4 hatch and main mast.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

Second Deck, Port Side.

Deck-plate renewed. No2. Hatch after corner.

Two plates renewed in way of engine and boiler casing.

Two coal hatch beams part renewed.

five plates part renewed between Nos.3 & 4 hatches.

main frames renewed; frames renewed in two pieces and butt straps

Side Stringers and shell angles renewed from frame No.39 to 56.

n frames renewed, frames renewed in two pieces and butt straps

frames part renewed, butt straps fitted.

se frame part renewed, butt straps fitted.

Side Stringers and shell angles renewed from frame Nos.39 to 56.

Port Side.

e frames at turn of bilge cropped and part renewed, butt straps

ame part renewed, butt strap fitted.

verse frames at turn of bilge cropped and part renewed, butt
ted.

ames part renewed, butt straps fitted.

bulkhead P.S.

ate fitted in way of stringer bracket.

le to bulkhead renewed.

head. P.S.

opped and part renewed, from main deck to tank margin, in way of
gle.

head.

lates renewed.

kers Casing.

es and stiffeners renewed, Port and Starboard Sides.

erhauled.

hatch covers renewed.

ar and windlass overhauled.

ial Survey.

to be further examined.

nes to be repaired.

as to be examined.

space to be examined.

tom tanks and peak tanks to be examined internally.



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