

Report of Survey for Repairs, &c., of Engines and Boilers.

No. 7795

(Received at London Office)

27 JUN 1932

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 5/5/32 Last Survey 25/5/1932

on the Machinery of the Wood, Iron or Steel SINGLE SCREW STEAMER "ATAGOSAN MARU" (No. of Visits Five)

Tonnage { Gross 3949
Net 2487 Vessel built at Port Glasgow By whom Russell & Co. When 1900 12mo.

Nominal Horse Power { 346 NHP Engines made at Greebock By whom Hankin & Blackmore When 1900

No. of Main Boilers 2 SB Boilers, when made (Main) 1900 (Donkey) --

No. of Donkey Boilers -- Owners Kyoto Kisen Kabushiki Kaisha Owners' Address --

Steam Pressure 180 lbs in Main Boilers Managers Mitsui Bussan Kaisha, Ltd. (if not already recorded in Appendix to Register Book.)

in Donkey Boilers -- Port Dairen Voyage --

If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

(State name of Dock.) Tama Dock

Last Report No. -- Port --Particulars of Examination and Repairs (if any) LMC & TS

(Periodical Surveys, when held, must be reported in detail and serially 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 briefly summarised at the end of the report. 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 why they were declined? --

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do, " Donkey " " " " " --

If this was not done, state for what reasons? --

And what parts of the Boilers could not be thus thoroughly examined? --

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? --

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boilers? --

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boiler? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? --

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? No If so, state reasons --

Has the shaft now fitted been previously used? -- Has it a continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

State the distance between lignum vitae 3/32 of stern bush and top of after bearing of screw shaft

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

NOW DONE: Vessel placed in dry dock. Examined propeller, screw shaft, stern bush, sea cocks and valves with their fastenings, all cylinders, pistons, valves, crank, thrust and tunnel shafts, pumps, pumping arrangements, condenser and main steam pipes and all either found or put in order.

Examined boilers internally and externally, mountings, doors and fastenings and all either found or put in order.

Boiler safety valves adjusted under steam to 180 lbs per square inch.

WEAR AND TEAR REPAIRS:-

Crank shaft removed to works and H.P. & L.P. after and M.P. forward couplings faced up, crank shaft bedded and shafting lined up.

L.P. piston rod renewed. Forging report attached.

M.P. bottom end remetal.

L.P. crosshead bearing remetal. P.T.O.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is in safe

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, R.S. 9,11, R.&M.S. 9,11, or S L.M.C. 9,11, 140 lb., F.D., &c.)

working condition and eligible, in my opinion, to remain as classed and to have record of *LMC 5,32, and T.S. seen 5,32, C.L.

Survey Fee (per Section 28) Yen 240:00 Fees applied for 28/5/32

Special Damage or Repair Fee (if any) -- Received by me, --

(per Section 28.) (See Hull Report).

Travelling expenses (if chargeable) --

Committee's Minute

TUE. 5 JUL 1932

TUE 18 JUL 1932

Assigned

+ L.M.C. 5,32

MULTIPLICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.



© 2021

Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

© 2021
tch now fitted.

Lloyd's Register
Foundation

d.