

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 8th January 1951.

When handed in at Local Office 1951.

Port of Bremen

No. in Survey held at Vegesack and Bremerhaven

Date. First Survey 13th Jan.

Last Survey 21st Aug. 1950.

(No. of Visits 33)

Reg. Book. 52061 on the Machinery of the Wood, Iron or Steel T.S.M.T. "ATALANTA"

Gross 9854.43 Vessel built at Gothenburg By whom Eriksbergs M.V. Aktiebolaget When 1930 9
 Net 5691.3 Re-engined Engines made at Bremer Vulkan, Vegesack By whom Bremer Vulkan, Vegesack When 1950 8
 Nominal 724 Boilers, when made (Main) (Donkey) 1930/9
 Horse Power Owners Rederi A/B Dalen Owners' Address
 No. of Main Boilers 2 Managers Otto Kihlstrom (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 150 If Surveyed Afloat or in Dry Dock Both Port Gothenburg Voyage Adaban
 in Donkey Boilers 150 (State name of Dock.) Norddeutsche Lloyd DDock No.2 Bhn.

Last Report No. Port

Particulars of Examination and Repairs (if any) Fire Damage, Re-engined.

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.

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?

Donkey " " Yes (see Report)

Not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

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?

Date latest date of internal examination of each boiler 8/50

Present condition of funnel(s) new

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? 150 lbs

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

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? yes If so, state reasons re-engined Has the shaft now fitted been previously used? no Has it a continuous liner? yes

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 8/50 State the wear down in the

stern bush rewooded Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes (renewed throughout)

Engine parts, when referred to by numbers, should be counted from forward.

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

CKING: Vessel placed in dry dock, when the propellers and fastenings and sea connections were opened up and examined.

The propellers, screw shafting and stern tubes (new), were fitted in position afloat by tipping the vessel.

New main injection fitted (starboard side), see Hull Report. Old injection remains as fitted, except suitably blanked.

MACHINERY: Main engines (new). Two 4 cyl. 2 ScSA Bremer Vulkan MAN, 25 9/16 x 47 1/2 650 x 1200 mm.

Alignment of engine with shafting checked, chocking and holding down bolts tested.

Machinery trials prior to dry-docking.

Starboard, No.1 piston, and on port engine No.4 piston overheated. New pistons fitted, and spares supplied to make good complement.

8 hour full power sea trial main and auxiliary machinery functioned satisfactorily.

Manoeuvring, 64 consecutive startings on one main engine from one bottle.

AUXILIARY MACHINERY: 2, 5 cyl. 4 ScSA MAN 8 11/16" x 13" 220 x 330, Makers MAN Augsburg (see First Entry Report),

are fitted on bottom platform after end of engine room. Port Engine No.1, starboard Engine No.2.

P.T.O.

General Observations, Opinion, and Recommendation:— The machinery

(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, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

this vessel as far as now seen is in good order and eligible in my opinion to remain as classed with fresh record

✓ LMC 8.50, ✓ NE 8.50, S (CL) N 8.50, and DBS 8.50.

See first entries
 Survey Fee (per Section 29) £ 2 : :
 Boiler survey and repair 15 : 2 : 0
 Social Damage or Repair Fee (if any) (per Section 29.)
 Travelling expenses (if chargeable) £ 10 : 0 : 0
 Late fee 5 : 5 : 0

Fees applied for

See entry 29

Received by me

19

THU 3 MAY 1951

See memo 2939

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

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"ATALANTA"

The following Auxiliaries and Fittings are new: (For position, see Engine Room Arrangement Plan No.1760, approved 28/4/50.)

3 Daily service tanks, surveyed and examined during construction. Fittings and arrangements in accordance with approved plan, dated 1/5/50. Pneumercator sounding arrangement fitted.

1 Auxiliary condenser, built to survey, examined and tested. LLOYD'S TEST, 2 ATU J.P.G. 7/50.

3 Main engine cooling water pumps, motors to Lloyd's Test, built at Lloyd Dynamo Werke, Bremen.

1 Fire pump.

2 Main engine lubricating oil pumps (Gear pumps driven by Main Engine). Motors to Lloyd's Test built at Lloyd Dynamo Werke.

1 Main engine standby lubricating oil pump. (Gear pump motor driven).

1 Fuel oil daily service pump.

2 Lub. oil coolers, LLOYD'S TEST, 10 ATU, J.P.G. 1.6.50.

2 Main engine starting air receivers (See First Entry Report).

1 Aux. engine starting air receiver (See First Entry Report).

1 Steam driven auxiliary compressor, 2 stage.

2 Main engine fresh water coolers, LLOYD'S TEST, 5 ATU, J.P.G., 14.6.50.

1 Steam driven auxiliary generator 14 KW. Dynamo to Lloyd's Test, built at Lloyd Dynamo Werke.

2 Boiler feed pumps, Horizontal Duplex, steam.

1 Fan engine, steam driven.

1 Oil fuel unit complete, Todd System, for forced draughts.

2 Electrical Rotary Convertors, (See Electrical First Entry Report).

1 Evaporator, retested coils 20 ATU, casing 2 ATU, (not stamped).

The following Auxiliaries and Fittings were reconditioned: -

1 Ballast pump.

1 General Service pump.

Steering engine motors removed ashore for reconditioning.

Pumping arrangement, bilge, ballast and fuel oil, in accordance with approved plan No.2002 a, dated 28/4/50. Tested and found satisfactory.

Fuel oil piping arrangement, in accordance with approved plan No.1753, dated 28/4/50.

Starting air piping arrangement, in accordance with approved plan No.1759, dated 28/4/50.

Air pipes steel solid, drawn from Lloyd's tested material, see Düsseldorf Report No.358. Retested after bending and flanging, and stamped LLOYD'S TEST, 60 ATU, 28/6/50, J.P.G.

DONKEY BOILER SURVEY: Boilers were removed from ship to repair fire damage to stools. Boiler fronts and uptakes removed, burnt.

Boilers, mountings and lagging removed, boilers were fitted to working level at time of fire in engine room, and were carefully examined, distortion of plates, opening up of seams, no visible damage found.

About 20% of the plain tubes were renewed, and 3 scattered stay tubes in each tube nest.

Boilers tested hydraulically with hot water to WP \pm 50, 200 lbs. All mountings retested.

Boilers examined internally and externally before and after testing. Mountings examined.

Steam pipes and feed pipes in engine-room steel solid drawn tested and approved. Deck steam pipe to cargo pumps and windlass copper, removed, annealed, tested and replaced.

Safety valves adjusted under steam to appropriate pressure.

Steering gear, quadrant lifted and examined.

Heleshaw pump opened, examined, overhauled and replaced.

Telemotor pipes burnt out by fire, renewed. Tested and found satisfactory.

Windlass, opened up, examined and overhauled.

Electrical Installation, (see First Entry Report), loading paralleling, and governing of generators satisfactory.



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