

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

(Received at London Office 29 JUL 1942)

Date of writing Report 19 When handed in at Local Office 19 Port of **LIVERPOOL**

No. in Reg. Book. Survey held at **Birkenhead** Date First Survey **June 19** Last Survey **June 30 1942**
 19689 on the Machinery of the **Wood Iron or Steel** **Athelsultan** (No. of Visits **4**)

Tonnage Gross **1182** Vessel built at **Port Harlow** By whom **H. Kingston & Co (1928) Ltd** When **1929**
 Net **5259** Engines made at **Greenock** By whom **J. G. Kincaid & Co** When **1929**
 Nominal Horse Power **709** Boilers, when made (Main) (Donkey) **1929**

No. of Main Boilers **1** Owners **Athel Line Ltd** Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers **2** Managers **✓** Port **Liverpool** Voyage
 Steam Pressure in Main Boilers **160 lb** If Surveyed Afloat or in Dry Dock **Dry Dock**
 in Donkey Boilers **160 lb** (State name of Dock.) **Canal Docks Dry Dock**

Last Report No. Port
 Particulars of Examination and Repairs (if any) **SKG & St CS**

(Periodical Surveys, when held, must be reported in detail and serialisation 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?

" " Donkey " "

If this was not done, state for what reasons **not done**

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?

State latest date of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

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?

and of the Donkey Boilers?

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? Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons.

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now fitted been previously used? Has it a continuous liner?

the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft. State the distance between ligament vane or bearing metal of stern bush and top of after bearing of screw shaft.

Is electric light and/or power fitted?

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Examined the propellers & fastenings of sea connections.
Examined port lub oil pump.
Repairs port lubricating oil pump - chest renewed.
Examined main engine bed plates - efficient - to be examined again in 12 months.

Bottom of port lub oil pump broken. This has now been repaired & will be placed on board as spare.

General Observations, Opinion, and Recommendation:—

(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, B.S. 9,11, R.M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

CS 3,34.

The machinery of this vessel is in safe working condition and eligible in my opinion to remain as classed with fresh records of CS in the date on completion subject to main engine bedplates being examined before the end of July 1943.

Survey Fee (per Section 29) £ : : Fees applied for 19
 Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19
 Travelling expenses (if chargeable) £ : :
LICENCE CASE
Committee's Minute
Assigned
As now subject.

28 JUL 1942

Engine Surveyor to Lloyd's Register of Shipping.

WM54-0005

Lloyd's Register Foundation

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