

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

(Received at London Office 11 APR 1942)

Date of writing Report 3rd April 1942 When handed in at Local Office 4th April 1942 Port of SOUTHAMPTON

Survey held at SOUTHAMPTON Date, First Survey 24th February Last Survey 27th March 1942
78 on the Machinery of the Wood, Iron or Steel TWIN SCREW TANKER. 'ATHELEMPRESS' (No. of Visits 2)

Age { Gross 8941 Net 5241 Vessel built at PORT GLASGOW By whom W. HAMILTON & Co (1928) LTD/
Engines made at GOVADOK Greenock By whom J. G. KINCAID & Co. LTD/
When 1930-7
When 1950
Horse Power 709 Boilers, when made (Main) (Donkey) 1930
Owners ATHEL LINE, LTD/
Owners' Address (if not already recorded in Appendix to Register Book.)
Port LIVERPOOL Voyage
Managers
If Surveyed Afloat or in Dry Dock N^o 7 PRYDOLK & H^o BERTH. (State name of Dock.)
Donkey Boilers 18048/8"

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned to expire.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1.		L.M.C. C6.12-38
B-41		D.B.S. B-41-8-41
SS. BKN, N ^o 2-38		T.S.C.L. (N) 9-39
CARRYING MOLASSES OR PETROLEUM IN BULK OIL ENGINES.		

Particulars of Examination and Repairs (if any) DAMAGE & Co.

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 does being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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 YES - NOT REQUIRED.

Has 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? NO

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? NO

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?

What is the latest date of internal examination of each boiler? Present condition of funnel(s) Good.

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? NO 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 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 or bearing metal of stern bush and top of after bearing of screw shaft P. 3/8" - S. 1/16"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? YES

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.

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done COMPLETE.

Work done for damage, stated to have been sustained during heavy weather on various occasions whilst on passages from Curacao to Iceland 25th Oct - 20th Nov. 1941. Iceland to Curacao Dec. 1941 - 5th Jan 1942 and Curacao to Portland 9th Jan - 12th February 1942.
None for Damage: Pencil placed in drydock propellers, outer end of stern bushes, and all side fastenings examined. Wat down taken, readings as above.

in Engines:- Port Engine. Cylinder liners examined as far as practicable through inlet air filter skets.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now is in a good and efficient condition, and eligible in our opinion to remain as recorded, with full record of L.M.C. Cs with date and completion of survey.

LICENCE N^o 1410 DATED 20th February 1942.

Survey Fee (per Section 29) £ : : Fees applied for 10/4/1942.
Special Damage Report Fee (if any) (per Section 29.) DAMAGE £ 5 5 0
Travelling expenses (if chargeable) £ : : Received by me, 19

H. A. Johnston & Wm. Brown
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 1 MAY 1942

Assigned As now Subject



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

Port Engine Contd.

Pistons and rings examined, along with piston and connecting rods. The top and bottom end tracers, crossheads and crankpins, of units Nos. 1-2+3. Main bearings with crankshaft section in way of, Nos. 3-7+8 examined.

Starboard Engine: Cylinder liners examined as far as practicable through inlet air Sarge pockets. Pistons and rings examined along with piston and connecting rods, the top and bottom end tracers, crossheads and crankpins, of units Nos. 4-5+6. Main bearings with crankshaft in way of, Nos. 1-2-3+6 examined.

Now Done for C.S. Electrical equipment, Switchboard and gear, with main and sub. distribution circuits examined, as far as practicable. Insulation resistance tests effected on all circuits and found to be in a good condition above lube requirements.

Repairs Effected for wear & tear: Bottom four rings of pistons 1-2+3 Port Engine and 4-5+6 Starboard Engine removed.

H. A. Johnston

Had
Mach & parts examined
Minor repairs done for
weather damage.

Subject to the Certificate holder
EOLER
23 is charged for the
to the survey of
electrical
equipment.
29/4/42