

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

No. 24451

(Received at London Office)

11 MAY 1942

Date of writing Report 19 When handed in at Local Office 8/5/1942 Port of BARRY

No. in Reg. Book. Survey held at 19680 on the Machinery of the Wood, Iron or Steel M/V. ATHELKNIGHT

Date. First Survey 8/4/42 Last Survey 6/5/1943 (No. of Visits 12)

Tonnage { Gross 8040 Net 5224 Vessel built at Port Glasgow By whom R. Duncan & Co. Ltd. When 1930-3

Nominal Horse Power 109 Engines made at Greenock By whom J. B. Duncan & Co. Ltd. When 1930

No. of Main Boilers 1 Boilers, when made (Main) (Donkey) 1930

No. of Donkey Boilers 2 Owners Athel Line, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) Port Liverpool Voyage

Steam Pressure in Main Boilers 180 lb. Managers

in Donkey Boilers 180 lb. Surveyed Afloat in Dry Dock Barry Graving dock (State name of Dock.) Afloat

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

Last Report No. Port

Particulars of Examination and Repairs (if any) P.C.S. & D.B.S.

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 offered not reqd.

Was a damage report made by anyone else? If so, by whom? Not known

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

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

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?

State 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? 180 lbs

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes

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 been changed? If so, state reasons.

Has the shaft now been 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 date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P 1/8 S 1/8

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

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

Damage stated to have been caused by heavy weather on various voyages from 3rd November 1941 till 27th March 1942.

Now done:- Vessel placed in dry dock, propellers, stern bushes & sea connection fastenings examined.

All Cylinders, pistons liners covers valves, piston rods, Top & bottom end pins & brasses compressors main bearing & Main engine attached pump for circulating water all pistons conveyed to ship rods removed from pistons, piston rod flanges faced & pistons skinned. NO 1 Pist. crosshead bushes reconditioned. NO 4 Stand crosshead skinned up.

P.T.D

General Observations, Opinion, and Recommendation: The Machinery of this vessel is

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

eligible in my opinion to remain as classed and to have record of T & M C C S (with date) when the survey is completed. and record of D.B.S. 4-42. Examined port main bedplate by 10-42.

Survey Fee (per Section 29) £ 3 : 0 : 0 Fees applied for 8/5/1942

Special Damage or Repair Fee (if any) (per Section 29.) £ 10 : 10 : 0 Received by me, 19

Travelling expenses (if chargeable) £ 5 : 5 : 0

FRI. 22 MAY 1942

Committee's Minute

Assigned

As now D.B.S. 5-42 Subject

Hannish W. G. Paton

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1166-0080

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

T.S.M.V. Athelknight.

Part + L.M.C.C.S. Part M.E. Nos 1-2-3-4-5+6 Cylinders, pistons, liners, covers, valves, piston rods, top & bottom ends & pins, Compressor main bearing and journal & attached circulating water pump.

Stand M.E. Nos 1-2-3-4-5+6 Cylinders pistons, liners, covers, valves piston rods, top & bottom ends & pins compressor main bearing and journal & attached circulating water pump.
after War's feed pump.

D.R. Survey.

Examined donkey boilers internally & externally with their safety valves doors & mountings.

Safety Valves adjusted under steam to the pressure stated on leaf.

S.R.L. Permanent wiring to steering gear motors connected up in Poop & Centre Castle.

The Officers Superintendent states that the Caustic Soda boiler is out of use and will not be submitted for Survey, during the present hostilities. The Steam pipe is blanked off.

Chadraes

Boiler repaired

Steering gear elec cables

Completed.

Attd held. The Caustic

Boiler is out of use

N 15742

Class report to Port

Red plate being

examined before end

of 1022

without other

Special

Condition

11/5/42



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