

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

(Received at London Office 11 MAY 1942)

Date of writing Report 19 1942 When handed in at Local Office 8/5/42 Port of BARRY
 No. in Reg. Book 19680 Survey held at BARRY Date First Survey 8/4/42 Last Survey 6/5/1943
 on the Machinery of the Wood, Iron or Steel M/V ATHELKNIGHT (No. of Visits 12)

Tonnage { Gross 8040 Vessel built at Port Glasgow By whom R. Duncan & Co. Ltd. When 1930-3
 Net 5224 Engines made at Greenock By whom J. B. Kincaid & Co. Ltd. When 1930
 Nominal Horse Power 109 Boilers, when made (Main) (Donkey) 1930
 No. of Main Boilers 1 Owners Atkel Line, Ltd. Owners' Address Port Liverpool Voyage
 No. of Donkey Boilers 2 Managers
 Steam Pressure in Main Boilers Surveyed Afloat 2 in Dry Dock Barry Graving dock Tafloak
 in Donkey Boilers 180 lb. (State name of Dock.)

Last Report No. Port
 Particulars of Examination and Repairs (if any) Eng. P.E.C.S. & D.B.S.

Periodical Surveys, when held, must be reported in detail and seriatim 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. not known

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

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 good

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? Yes 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 and of the Donkey Boilers? Yes

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

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

Has the screw shaft now been drawn and examined? No 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? Yes

Has the shaft now been changed? Yes If so, state reasons

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

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 foreward. Is electric light and/or power fitted Yes

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

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 pieces, brasses compressor main bearing & Main engine attached pump for circulating water all pistons conveyed to shop rods removed from pistons, piston rod flanges faced & pistons skinned. NO. 1 Pist. crosshead bushes re-matched. NO. 4 Stand crosshead skinned up.

General Observations, Opinion, and Recommendation: The Machinery of this vessel is eligible in my opinion Duncan 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. Examine port main bedplate by 10-42.

CHARACTER. For Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100A-6, 41		* 4-M-6
S.S. Pat. No 2-38		6.4 12, 38
		9, 40
		D.B.S. 6, 41
		E.P.S. 9, 40
		S.S. 8, 40

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

Barry Graving Dock or Petroleum in bulk

Oil Engines Continuous Survey.

180 lbs

Yes

Yes

Yes

P 1/8 S 1/8

Yes

Complete

P.T.O

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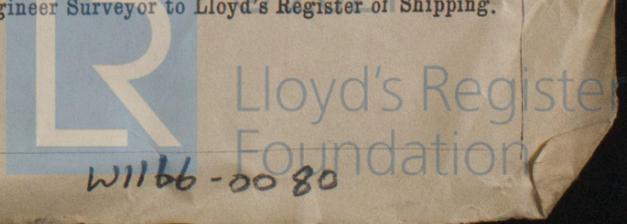
bedplate by 10-42.

Survey Fee (per Section 29) D.B.S. £ 3 : 0 : 0. Fees applied for 8/5/1942
 Special Damage or Repair Fee (if any) (per Section 29.) CS £ 10 : 10 : 0.
 Travelling expenses (if chargeable) Loose £ 5 : 5 : - Received by me, 19

Hannish W.G. Paton
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 23 MAY 1942

Committee's Minute
 Assigned As now D.B.S. 5-42 Subject



W1166-0080

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

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

