

No. 2978.

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

(Received at London Office 28 FEB 1942)

Date of writing Report 31<sup>st</sup> Dec 1941 When handed in at Local Office Port of CAPE TOWN.

No. in Book 2171 Survey held at CAPE TOWN. Date First Survey 9 Last Survey 28<sup>th</sup> Dec 1941  
(No. of Visits 1)

on the Machinery of the W. H. Steel S. S. "ATHEL STANE" Year. Month. 1918 12

Age { Gross 55 1/2 Vessel built at W. Harlepool By whom Irwin's S. B. & D. D. Co. Ltd. When 1918  
Net 33 9/16 Engines made at do. By whom Richardson, Westgarth & Co. Ltd. When 1918  
Nominal 546 Boilers, when made (Main) 1918. (Donkey) ✓  
Horse Power 3 Owners Atchel Line Ltd. Owners' Address London Voyage ✓  
No. of Main Boilers 3 Managers ✓  
No. of Donkey Boilers 1 If Surveyed Afloat Yes (State name of Dock.) ✓  
Steam Pressure 180 lbs  
No. in Main Boilers 1  
No. in Donkey Boilers 1

Last Report No. Port

Particulars of Examination and Repairs (if any) PART GEN. EXAM.

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.

On 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.

CHARACTER.		Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey	Date of last Survey and of Periodical Surveys.		
+ 100 A I			LMC 6.36
7.41 4.39			B.S. 9.40
S.S. BKN. No 3-6.36			S. 9.38 C.L. 6.41
EXAM. 9.40. BOM.			
Fitted for oil fuel 12.48			7.1 above 150°

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 ✓

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? ✓

Was 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? ✓

Was the shaft now changed? ✓ If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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

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 ✓

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓ Is electric light and/or power fitted ✓

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

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

PARTS NOW EXAMINED.

The Vessel was boarded in Table Bay and the Main Engine Valve Gear were examined externally under working conditions, whilst proceeding to the mooring berth.

The Main Feed and Bilge Pumps; Independent Feed, Sanitary, and Ballast Pumps were all examined externally under working conditions.

Shafting — All stub ends of the crankshaft were examined and found satisfactory.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel  
(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.)

is eligible in my opinion to remain as classed (completion of general Examination).

Survey Fee (per Section 29) £ 4 : 4 : 0 Fees applied for 29/12/1941

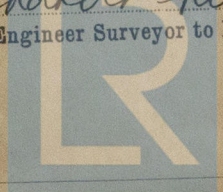
Special Damage or Repair Fee (if any) (per Section 29.) £ 2 : 2 : 0

Travelling expenses (if chargeable) £ 0 : 5 : 6

Committee's Minute WED. 1 APR 1942

Assigned Deferred

Charles Ritchie  
Engineer Surveyor to Lloyd's Register of Shipping.





2nd N. 1 due 6.40 partly held 9.40  
not advanced.

G.E. now advanced  
to complete to the electrical  
requirements to be carried  
out.

GA  
24/3/42



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