t. 9.

No. 16,795.

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

(Received at London Office -1 SEP 1925)

Date of writing Report 28 - 8 - 1925 When handed in at Local Office 29 - 8 - 1925 Port of Leith

No. in Reg. Book. Survey held at Leith Date, First ~~Survey~~ and Last Survey 22 - 8 - 1925 (No. of Visits one)

7908 on the Machinery of the ~~Wood~~, ~~Iron or~~ Steel Twin Sc. "ATHELCHIEF"

Tonnage { Gross / Net

Nominal Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure— In Main Boilers

In Donkey Boilers

Vessel built at Dundee By whom Caledon. S.B. & E. Co. Ld When 1925

Engines made at Greenock. By whom J. G. Kincaid & Co. Ld When 1925

Boilers, when made (Main) ✓ (Donkey) ✓

Owners Athel Line Owners' Address (if not already recorded in Appendix to Register Book).

Managers British Molasses Co. Ld Port Liverpool Voyage Java.

If Surveyed ~~Afloat or~~ in Dry Dock Imperial (Dry) (State name of Dock.)

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.	Years Assigned NOW expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100. A. 1.		
Class. Contemplated		
Carrying Petroleum or		
Molasses in bulk.		
		Oil Engines

Insert Character of ship and Machinery precisely as in the Register Book.

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

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 was 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?

Do. " Donkey " " "

If this was not done, state for what reasons?

In what parts of the Boilers could not be thus thoroughly examined?

To 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?

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 Boiler?

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

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

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

Is the shaft now fitted new? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Give the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? Fit

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

Propellers & fastenings, sea cock connections & stern bushes examined 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, or M.L.M.C. 9,11, 140 lb., F.D., &c.)

now in a safe working condition & eligible to remain as class contemplated.

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

Survey Fee (per Section 28) £ : :

Special Damage or Repair Fee (if any) (per Section 28.) £ : :

Travelling Expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

R. J. Easthope.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed See Dum 5E 8538

IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

If Stockless, state Mechanical Tests

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To be attached to the First Entry report.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

HWR.
1/9/25.

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