

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

(Received at London Office)

Date of writing Report 2.10.1941 When handed in at Local Office 2 OCT 1941 Port of Hull

No. in Survey held at Hull Date. First Survey 2.9.41 Last Survey 28.9.1941
S.S. "ATLANTICOS" (No. of Visits 4)on the Machinery of the Wood, Iron or Steel
Gross 5446 Vessel built at Vancouver B.C. By whom J. COUGHLAN & SONS When 1919 8
Net 3367 Engines made at Newcastle By whom N.E. MARINE. ENG CO. LD When 1918 8Nominal 510 Boilers, when made (Main) 1919 (Donkey) ✓
of Main Boilers Three Owners Atlanticos S.S. Co. Ltd. Owners' Address ✓
of Donkey Boilers nil Managers Kulukundis Shipping Co. S.A. Port PIREUS Voyage ✓
eam Pressure—190lb If Surveyed Afloat or in Dry Dock (State name of Dock.)

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

ast Report No. Port. Particulars of Examination and Repairs (if any) B.S. Dkg.

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.

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.

as a damage report made by anyone else? If so, by whom? yes (Bentley & Stbd)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓
" " Donkey " " " " ✓
this was not done, state for what reasons ✓and what parts of the Boilers could not be thus thoroughly examined? ✓
so 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? 23rd Sept. 41 Bentley & Stbd

State latest date of internal examination of each boiler. Present condition of funnel efficient 190 lbs/sq"

Did the Surveyor examine the Safety Valves of the Main Boilers? yes 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? yes, 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? yes, and of the Donkey Boilers? ✓
Is 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? ✓Is the shaft now been changed? ✓ If so, state reasons. ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓
Is 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. 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? ✓

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

Now done Vessel placed in drydock. Propeller sternbush and outside fastenings examined, found in satisfactory condition.

Wear down as above. Port and Starboard boilers examined internally and externally together with safety valves and mountings.

Minor repairs effected. All boilers examined under steam and the safety valves adjusted to the above stated pressure.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in an efficient condition, and eligible in my opinion to remain as classed, and to have record of B.S. 7.41, as previously recommended.

(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.S. 9.11, B.S. 9.11, or L.M.C. 140 lb., F.D., &c.)

vessel, so far as now seen, is in an efficient condition, and eligible in my opinion to remain as classed, and to have record of B.S. 7.41, as previously recommended.

Survey Fee (per Section 29) 6mp Bs £ 2: 0: 0 Fees applied for 2 OCT 1941

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

Travelling expenses (if chargeable) £ : : ✓

Committee's Minute FRI. 31 OCT 1941

Assigned Deferres B.S. 7.41

John Douglas
Engineer Surveyor to Lloyd's Register of Shipping.Lloyd's Register
Foundation
W149-0012

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

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