

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

(Received at London Office 5-JUL 1954)

Date of writing Report 19 When handed in at Local Office 19 Port of DURBAN
Survey held at DURBAN Date. First Survey 26th May, Last Survey 28th May, 19 54
(No. of Visits 4)

on the Machinery of the ~~Wood Iron~~ Steel M.V. "ATHELPRINCE" Year. Month. 1926 2
Gross 8838 Vessel built at Haverton Hill-on-Tees By whom Furness S.B. Co. Id. When 1926 2
Net 5163 Engines made at Greenock By whom J.G. Kincaid & Co. Id. When 1926
Power } 709 Boilers, when made (Main) (Donkey) 1926
Owners Athel Line, Id. Owners' Address (if not already recorded in Appendix to Register Book.)
Main Boilers - Port Liverpool Voyage -
Donkey Boilers 2 Managers -
Pressure-
Main Boilers - If Surveyed Afloat in Durban Docks Durban Docks
(State name of Dock.)
Donkey Boilers 180 lbs.

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 A1		+LMC CS 8,52
5,53		DBS 6,53
ss Shl. 12,48(Dr)		TS CL 9,51
ss Sch. 8,52		Oil Eng.
Carrying molasses or petroleum in bulk.		

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

Report No. Port
Particulars of Examination and Repairs (if any)
Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of
if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage
of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body
report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting

Where cases where the Surveyor has not made a special damage report he is required to state whether he offered his services
purpose, and why they were declined See copy of Rpt. 10 attached.
Damage report made by anyone else? If so, by whom?
Surveyor personally go inside each Main Boiler separately and make a through examination at this time?
" " Donkey " " " "
State for what reasons What parts of the Boilers could not be thus thoroughly examined?

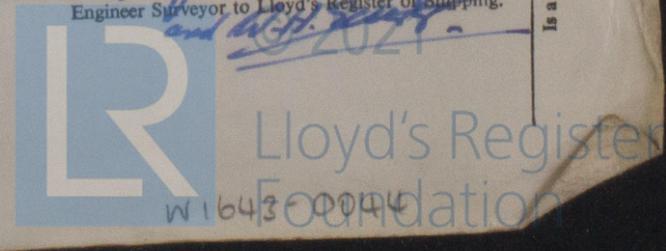
Special means, in the absence of internal examination, were adopted by the
Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?
Latest date of internal examination of each boiler Present condition of funnel(s)
Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?
Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?
Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?
Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?
Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?
Screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?
If now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?
Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the
bush Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?
Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.
If survey is not complete, state what arrangements have been made for its completion and what remains to be done
Account of damage stated to have been sustained through heavy weather whilst on passage from
Amsterdam - Durban during May, 1954.
DONE FOR DAMAGE.
Onboard main engine driven sea water cooling pump cover cracked in several places, and now
repaired by brazing.
On completion of repair, tested to 50 lbs hydraulically.
The cover had been cracked previously and repaired by brazing.
It was noted that flange faces were some 1/8" out of truth, and face was machined true.
It was recommended that this cover be renewed on vessel's return to the United Kingdom.

General Observations, Opinion, and Recommendation:—
(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, BS 9,11 B&MS 9,11 LMC 9,11 or LMC 140 lb., FD, &c.)
CS 3,34
Machinery of this vessel is in safe working order and eligible in my opinion to remain as
classified, subject to this cover being renewed on vessel's return to the United Kingdom

Fee (per Section 23) £ : :
Special Damage £10:10:0
(per Section 23.)
Travelling expenses (if chargeable) £ 1: 1: 0
Fees applied for 29-5-19 54
Received by me,
19

Committee's Minute MONDAY 26 JUL 1954
Assigned As raw, subject
T.H. Noel for P.F. Balfour
Engineer Surveyor to Lloyd's Register of Shipping.



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