

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

NOV 1939

(Received at London Office)

Date of writing Report 7th Nov. 1939 When handed in at Local Office 7th Nov. 1939 Port of Southampton

No. in Reg. Book 494 Survey held at Southampton Date, First Survey 1st Nov. 1939 and Last Survey 1st Nov. 1939 (No. of Visits 1)

494 on the Machinery of the ~~Wood, Iron or Steel~~ Iron & Steel Yacht ATLANTIS

Tonnage { Gross 216 Net 107.19 Vessel built at Glasgow By whom Wm. Stephen & Sons, L. When 1926 Month 6

Nominal Horse Power 129 Engines made at Winterthur By whom Sulzer When 1926 Month 8

No. of Main Boilers 1 Boilers, when made (Main) 1 (Donkey) -

No. of Donkey Boilers 1 Owners Ltd Guinness M.P. Owners' Address - (if not already specified in Appendix to Register Book)

Steam Pressure in Main Boilers - Managers - Port Portsmouth Voyage Government Service

in Donkey Boilers - Surveyed in Dry Dock Bampf & Nicholson Shipway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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 summarized 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 -

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: - Present condition of funnel(s) -

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? -

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 -

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

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 blue fit.

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? - Is electric light and/or power fitted? -

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

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

NOW DONE: Examined propeller, after ends of stern bushes and outside fastenings.

This yacht has been requisitioned by the Admiralty.

General Observations, Opinion, and Recommendation: Eligible, in my opinion, to remain as classed without fresh record of survey.

(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, E.S. 9,11, E.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 29) £ 19 Fees applied for 19

Special Damage or Repair Fee (if any) £ - Received by me, 19

Travelling expenses (if chargeable) £ -

H. B. Rogers.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute As now
Assigned

TUE 21 NOV 1939

Lloyd's Register Foundation

If so, is the Report sent now, or when will it be sent?

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

Is a Certificate required? If so, to be affixed.

It is intended that
this shall be signed to
remain as Disposed.

17/11/39

Wm. B. B. B.

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