Rpt. 9. No. 114575.

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

(Received at London Office AUG 7 1940)

Date of writing Report 29-7 1940. When handed in at Local Office 31 JUL 1940 Port of

No. in Reg. Book. 70152. Survey held at Bromborough. Date, First Survey & Last Survey 19/7/1940 No. of Visits

on the Machinery of the Wood, Iron or Steel M.V. ATHELBERCH.

Tonnage: Gross 6568 Net 3799. Vessel built at Birkenhead By whom Cammell Laird & Co Ld When (Year. Month.) 1931-3

Nominal Horse Power 489. Engines made at Grk. By whom J.G. Kincaid & Co Ld When 1931.

No. of Main Boilers ✓ Boilers, when made (Main) Oil Engine. (Donkey)

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

No. of Donkey Boilers 2 Managers Port Liverpool. Voyage

Steam Pressure— in Main Boilers ✓ If Surveyed Afloat ~~or in Dry Dock~~ Bromborough. (State name of Dock.)

in Donkey Boilers 180.

Last Report No. 114395 Port Liv

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 allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 ~~8-39.~~ 5.40.		+LMC(CS) 8-39 5.40. ~~8-39.~~
S.S.FAL No 2-39.		DBS 8-39.
		TS(CL) ~~8-39.~~ 3.40.
Carrying Molasses or petroleum in bulk. Oil Engine.		

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

Particulars of Examination and Repairs (if any) Owner's Repairs.

(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 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) Good.

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 vitæ 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?

If 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.?

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

It was stated by the Owner's Representative the coupling bolts of the screw shaft coupling had been found slack, the bolts removed & bolt holes reamed out.

Now Done:- At the request of the Owners Representative witnessed the re alignment of screw shaft coupling & fitting of new coupling bolts. & found satisfactory.

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

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

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 ✠LMC C 9,24, 140 lb., F.D., &c.)

as far as seen is in a good & efficient condition & eligible in my opinion to remain as classed with out fresh record of survey.

Survey Fee (per Section 29)	£ : :	Fees applied for 19
Special Damage or Repair Fee (if any) (per Section 29.)	£ :	Received by me, 19
Travelling expenses (if chargeable)	£ : :	

F. A. Lindley
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned C.A. As now. EBR

6 AUG 1940

The Surveyors are requested not to write on or below the space for Committee's Minute.)