

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

(Received at London Office)

Date of writing Report 29-7-40 When handed in at Local Office 31 JUL 1940 Port of Liverpool
 No. in Reg. Book 40152 Survey held at Bromborough Date, First Survey 19/7/1940 Last Survey 19/7/1940 No. of Visits 1
on the Machinery of the Wood, Iron or Steel M.V. ATHELBEACH
 Tonnage Gross 6568 Vessel built at Birkenhead By whom Barnett Laird & Co. Ltd. When 1931-3
 Net 3799 Engines made at Grk. By whom J. H. Kincaid & Co. Ltd. When 1931
 Nominal Horse Power 489 Boilers, when made (Maip) Oil Engine (Donkey)
 No. of Main Boilers 1 Owners Atkel Lewis & Co. 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 180 If Surveyed Afloat or in Dry Dock Bromborough Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 180 (State name of Dock.)

Last Report No. 114395 Port hiv

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

(Periodical Surveys, when held, must be reported in detail and verbatim 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

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined? Is Is it fitted with continuous liner? ✓

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

Has 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.

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 Completed

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 Owner's Representative witnesses the alignment of screw shaft coupling + fitting of new coupling bolts + 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.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 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.

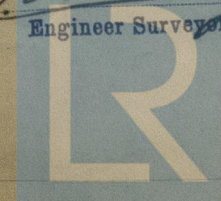
Survey Fee (per Section 29) £ : : Fees applied for 19
 Special Damage or Repair Fee (if any) £ : : Received by me, 19
 Travelling expenses (if chargeable) £ : :

Committee's Minute

Assigned As now GBR

6 AUG 1940

H. A. Hindley
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation
 W334-0018

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