

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

(Received at London Office)

MAR 26 1941

LIVERPOOL

Date of writing Report

When handed in at Local Office

26 FEB 1941

Port of

Feb 17th

Last Survey Feb 24 1941

(No. of Visits)

2

No. in Reg. Book.

Survey held at Birkenhead

Date First Survey

70160

on the Machinery of the Wood, Iron or Steel MV ATHELFOAM

Tonnage

Gross 6554
Net 3789

Vessel built at

Birkenhead

By whom

Cammell Laird & Co

When

1931-6

Nominal Horse Power

476

Engines made at

Newcastle

By whom

N.E. Marine Eng Co

When

1931

No. of Main Boilers

Owners

Athel Line Ltd

Owners' Address

(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers

Managers

Cammell Laird & Co

Port

Liverpool

Voyage

Steam Pressure in Main Boilers

X Surveyed Afloat or in Dry Dock

(state name of Dock.)

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 since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A 1 3-40		+LMC
ss Feb 11:2-39		CS 7-39
		7-39
		DBS 9-40
OIL ENGINES		CL 7-39
		Carrig Molanus & Petroleum
		- bulk.

Last Report No.

Port

Particulars of Examination and Repairs (if any) CS.

(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.)

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 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?

Has 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?

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 1/8"

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 CS.

The vessel is in drydock: the propeller and outside fastenings examined. Examined No 3 cylinder, cam, piston, No 6 crankshaft & top end bearings.

No 3 piston replaced by spare: old piston grooves recut & new rings fitted. No 6 crankshaft, both after bearings (metal badly cracked) re-metalled.

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.E.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.) is eligible in my opinion to remain as classed with fresh record of + LMC. CS (with date) on completion.

Survey Fee (per Section 29) £ : ✓
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Travelling expenses (if chargeable) £ : :

Fees applied for
19.
Received by me,
19.

Car Reed

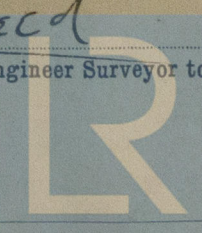
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned As now.

LIVERPOOL

25 MAR 1941



Lloyd's Register Foundation

W336-0043

CP

Notes

June

2.3.41

Very little to be done at the moment. The weather is very hot and the ground is very dry. The plants are all very dry and the leaves are all yellow. The ground is very hard and the plants are all very dry. The weather is very hot and the ground is very dry. The plants are all very dry and the leaves are all yellow. The ground is very hard and the plants are all very dry.

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