

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

Year Month

When 1931-6

When 1931

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 (Donkey) 1931

When 1931

No. of Main Boilers

1

Owners Athol Line Ltd

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

Port Liverpool Voyage

No. of Donkey Boilers

2

Managers

Steam Pressure in Main Boilers

180

Surveyed ~~Afloat~~ in Dry Dock Cammell Laird & Co (state name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. 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 A1 3-40		+LMC
55 Feb 11:2-39		CS 7-39 7-39
OIL ENGINES		DBS 9-40 CL 7-39
Carrying Molasses & Petroleum		in bulk.

Last Report No.

Port

Particulars of Examination and Repairs (if any) CS.

(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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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

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

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is eligible in my opinion to remain as classed with fresh record of + LMC. CS (with date) on completion.

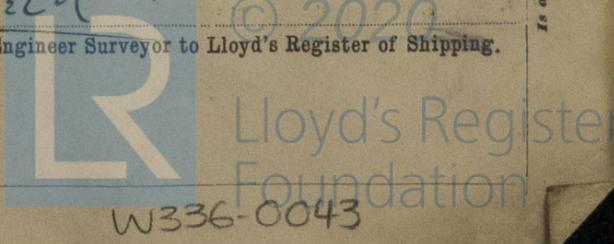
Survey Fee (per Section 29) £ : ✓
Special Damage or Repair Fee (if any) (per Section 29.) £ :
Travelling expenses (if chargeable) £ :

Fees applied for 19
Received by me

Car Reed
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned As now

LIVERPOOL 25 MAR 1941



W336-0043

