

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

(Received at London Office)

24 NOV 1934

Date of writing Report 19 When handed in at Local Office 20 NOV 1934 Port of LIVERPOOL

No. in Reg. Book. 71882 Survey held at Birkenhead Date, First Survey 31<sup>st</sup> May Last Survey 16<sup>th</sup> Nov 1934 (No. of Visits 29.)

on the Machinery of the Wood, Iron or Steel Twin Sc. "ATHELKING"

Tonnage { Gross 9557 Vessel built at Newcastle By whom Swan, Hunter & Wiggin When 1926-3  
Net 6019 Engines made at Greenock By whom J. G. Kincaid & Co. Ltd. When 1934

Nominal Horse Power { 709 Boilers, when made (Main) (Donkey) 1926

No. of Main Boilers 1 Owners United Molasses Co. 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 lb. If Surveyed Afloat or in Dry Dock Cannell Laird  
(State name of Dock.) Dock & Basin, Seafield

in Donkey Boilers 180 lb.

Last Report No. Port New Main Engines, LMC, DBS, TS.

Particulars of Examination and Repairs (if any)

(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 22-10-34.

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? 185 lb.

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 Boiler?

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

and of the Donkey Boiler?

Have screw shafts now been drawn and examined? Yes and they are fitted with continuous liners.

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? No If so, state reasons.

Has the shaft now fitted been previously used? P.S.

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 11-10-34 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16" P.S.

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

Is electric light and/or power fitted? Yes.

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

Complete.

Vessel placed in dry dock, propeller, sea connection, stern bushes and their fastenings examined and now in good order. Wear down as above. Two new 4 bladed, solid manganese bronze propellers satisfactorily fitted at this time, 13' 6" dia., variable pitch. Tailshaft drawn in, examined & found satisfactory. Both main engines with their thrust & intermediate shafting and all air injection receivers removed from vessel. Engine seating overhauled & adjusted & placed in good order. Two new main engines with new thrust & intermediate shafting, built by J. G. Kincaid, Greenock (See Greenock Rpt. 19816), have been satisfactorily fitted. Shocking satisfactorily carried out & alignment of engine shafting tested and found satisfactory. Air compressor with its steam driving engine opened up, examined, overhauled & placed in good order.

## General Observations, Opinion, and Recommendation:

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

see is eligible in our opinion to remain as classed with fresh records, of "Tailshaft last seen" 10,34, LMC 11,34, NE 11,34 and DBS 11,34, subject to the propellers being specially examined at the next dry docking.

Survey Fee (per Section 29) £ 22 : - : - Fees applied for  
DBS 3 : - : -  
Special Damage or Repair Fee (if any) £ 3 : - : -  
(per Section 29.)  
Travelling expenses (if chargeable) £ 1 : - : -  
date atted. 9.10.34

Received by me,

H. R. Howells & J. S. Milson

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 28 MAY 1935

R. C. Clayton

Committee's Minute

Assigned

+ N.E. 11.34.

+ L.M.C. 11.34.

DBS 11.34.

TS 10.34.

Subject.

12.11.34

W 375-0023



All independent pumps, dynamo engine & steering engine opened up, examined & overhauled. Pumping arrangement examined & found satisfactory.

Air starting receivers examined internally & found in good order.

Daily service tanks, their fittings and connections examined & found in order.

Donkey boilers examined internally & externally with their safety valves, doors and mountings and now in good order.

Several leaky rivets in furnace front landing renewed & other minor repairs effected.

Donkey boilers examined under steam and safety valves adjusted as above.

Machinery examined under working conditions and manœuvring during a sea trial, and found satisfactory, the capacity of the air starting receivers was found to comply with the rule requirements.

Spare gear supplied in accordance with rule requirements.

During the sea trial it was noted that the propellers set up a slight amount of noise whilst going ahead below 110 Revs./min., above these Revs. the noise entirely disappeared.

It has been arranged that the propellers will be specially examined at the next dry docking, in the meantime the machinery propellers are considered efficient.

H.R. Howells

Electrical Installation tested for insulation resistance, examined and tried under working conditions. Fittings on main and distribution switchboards and the cables, as far as practicable, examined and now satisfactory.

Alterations. Flood lights fitted on main and fore masts, supply taken from searchlight main's D.B. being fitted in bridge acc<sup>t</sup>.

R.C. Clayton