Rpt. 9.

No. 13991

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

(Received at London Office 28 FEB 1930)

Date of writing Report 25. 2. 1930. When handed in at Local Office 25. 2. 1930 Port of MIDDLESBROUGH.

No. in Reg. Book. 39307 Survey held at SOUTH BANK. Date, First Survey 17.2.30. Last Survey 21. 2. 1930. (No. of Visits 3.)

Sup on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "ATHELREGENT"

Tonnage { Gross 8881 / Net 5231.

Nominal Horse Power { 709.

No. of Main Boilers ✓

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers ✓

in Donkey Boilers ✓

Vessel built at Haverton Hill on Tees By whom Furness S.B. Co Ltd When 1930-2

Engines made at Greenock. By whom J.G. Kincaid & Co. When 1930

Boilers, when made (Main) 1930 ✓ (Donkey) 1930

Owners United Molasses Co Ltd. Owners' Address ✓ (if not already recorded in Appendix to Register Book)

Managers Port Liverpool Voyage San Pedro.

If Surveyed ~~Afloat or~~ in Dry Dock Smiths 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 assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
Class		
Contemplated		
Carrying Oil or Molasses in Bulk		

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

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage.

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? Report made (copy herewith)

Was a damage report made by anyone else? If so, by whom? Yes. Mr. Smith for underwriters.

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

Do. " Donkey " " " ✓

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

If so 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? ✓

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 Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

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

Is 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 the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft Close.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done DAMAGE. Stated to have been caused by vessel striking a T.C.C. Hopper in River Tees on 15th February 1930 whilst being towed from Furness S.B. Co's basin to Smiths Dock. For further particulars see copy of special damage report herewith.

NOW DONE. The starboard propeller, found to have one blade bent at tip, taken to shops and faired to a true pitch and refitted.

The starboard tail shaft drawn, tested in lathe and found in good order and replaced.

The port propeller and fastenings of sea connections examined and found in good order.

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

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

Forwarded for consideration of the Committee in conjunction with First Survey report herewith.

Fee (per Section 28) £ : :

Report Damage ~~or Repair~~ Fee (if any) (per Section 28.) £ 3 : 3 : 0.

Travelling expenses (if chargeable) £ : :

Fees applied for 25 Feby 1930

Received by me 28.2.1930

P. M. Allen.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FPI. 7 MAR 1930

Signed See Mdk. F.E. Rpt. 13990

No. of Visits 8

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