

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

(Received at London Office

22 FEB 1949)

Date of writing Report 16th February 49

When handed in at Local Office 19

Port of PORT SAID

No. in Reg. Book. 90599 Survey held at PORT SAID Date. First Survey and Last Survey 8.2.49 19 (No. of Visits. One)

on the Machinery of the ~~XXXXXXX~~ Steel Sc. M.V. "ATLANTIC QUEEN"

Gross 15300 Vessel built at Gothenburg By whom A/B Gotaverken When 1948. 11

Net 8631 Engines made at Gothenburg By whom A/B Gotaverken When

Nominal Horse Power 1582 Boilers, when made (Main) (Donkey)

No. of Main Boilers Owners Rederi A/B Monacus Owners' Address -

No. of Donkey Boilers 2 Managers B.Lenberg (If not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers Port Kungsbacka Voyage -

in Donkey Boilers 150 If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Possible damage to Propeller

(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 not, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

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)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush

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?

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

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

The vessel was attended at the request of the Master and Owners Agents Messrs. Cory Brothers & Co Ltd, on account of possible damage to propeller.

The Master stated that at approximately 1.22 a.m on the 8th February 1949 during severe weather conditions in Port Said Harbour the anchor chains of the s.s "Singkep" fouled the propeller of his vessel. For full particulars of the occurrence please see Ship's Log Books.

NOW DONE:

Propeller examined by diver who reported that he could locate no visible damage. It is recommended that the vessels propeller be specially examined for possible damage on the next occasion of dry docking and a copy of the Interim Certificate issued is attached herewith.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is

(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, BS 3,11, B&MS 9,11 & LMC 9,11 or & LMC 140 lb., FD, &c.)

in good condition and eligible in my opinion to remain as at present classed in the Register Book, without fresh record of survey, subject to propeller and fastenings being specially examined for possible damage on the next occasion of dry docking.

Survey Fee (per Section 29) LE 10.000

Fees applied for

8.2. 19 49

Special Damage &amp; Repair Fee (if any) £ : - :

Received by me,

Travelling expenses (if chargeable) £ : - :

- 19

Committee's Minute

Assigned

As now subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003567-003571-0132