

Engineer Surveyor

Received from Chief Engineer Surveyor

NAME "ATHELING" REPORT Jck. No. 1494

marks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also pointing out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points entered in the endorsement. -Extract from Sub-Committee's Report, 24/5/92.)

~~REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH~~

This vessel was built in 1943 as an aircraft carrier for the S. Government, now in process of conversion to a passenger and cargo vessel and classification with this Society is now desired.

The First Entry reports have been examined and the machinery and boilers appear to be similar to previous vessels of this type which have already been accepted.

Vessel examined afloat and the requirements of LMC and Screw-shaft Surveys carried out, except for the examination of sea connections and fastenings. This will be done on arrival in Italy.

A number of items are not clear in the reports, and no spare gear has yet been supplied.

IT IS SUBMITTED action be deferred and the vessel's machinery be recorded meantime as "Class Contemplated", also BS 3.50 and S(CL) 11.49.

The vessel WILL BE eligible for the record of LMC 3.50, "Fitted for oil fuel F.P. above 150°F" when the sea connections and fastenings have been examined in dry dock, and the following points satisfactorily cleared up.

The Naples Surveyor should be asked for his comments on the following:-

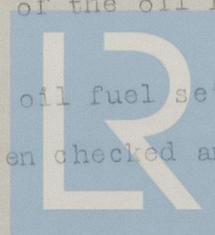
1) Are the boiler feed arrangements in accordance with Circular 1883?

2) It is understood the air pipes to double bottom tanks are of less size than the filling pipes. Other vessels of this type however, have been provided with pressure relief arrangements which have been accepted. The air and overflow arrangements should be examined in relation to the respective filling systems and the details should be reported to this Office.

(It should be pointed out) that some vessels of this type have operating valves in the overflow line of the oil fuel system. These could be removed.

3) Are gutterways fitted in way of oil fuel settling tanks?

4) Has the machinery spare gear been checked and found to be to



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Section 29)			
Tailshaft		700.00	April 14th 50
Fee or Repair Fee (if any)	\$		

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le requirements?

-) Give details of the fire extinguishing arrangements in the machinery spaces.
Pumping Arrgt. to be checked + tested as necessary after alterations (See Gen: Rmk. Rpt. 1.)
- ~~) Are the generator equaliser switches such that the equaliser closes before the circuit breakers and opens after same?~~
- ~~) Are alternative groups of lights provided in the machinery spaces?~~
- ~~) Certain spaces are stated to have explosion proof electric fittings. Which are these spaces and what is intended to be done therein?~~

Particulars for Reg: Book :-

Steam Turbines D.R. geared to one screwsheft

N TB 52516 (Spt 47316) F.D.

S. 14016 sq. ft.

v. 1982.

to for S.R.L.

owners to be examined at each B.S.

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