

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

(Received at London Office

5 JUN 1950

Date of writing Report March 27th., 19 50 When handed in at Local Office 19 Port of Jacksonville, Florida.
 in Survey held at Jacksonville, Florida. Date, First Survey Sept. 29/49 Last Survey March 13th., 19 50
 Book on the Machinery of the ~~Wooden~~ ^{Steel} S.S. "Atheling". Ex H.M.S. "Atheling". (No. of Visits 101)

Gross	8089	Vessel built at	Tacoma, Washington.	By whom	Settle Tacoma Shipbuilding Co.	When	1943
Net	4529	Engines made at	Milwaukee, Wisconsin	By whom	Allis Chalmers	When	1942
MAK	M.N. 1488	Boilers, when made (Main)	1942		(Donkey)	-	
POWER		Owners	Achille Lauro Company	Owners' Address	Genoa, Italy		
Main Boilers	2			(if not already recorded in Appendix to Register Book.)			
Donkey Boilers	-	Managers		Port	Napolia	Voyage	
Pressure—	525 Lbs.	If Surveyed Afloat or in Dry Dock	Afloat	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).			
Main Boilers		(State name of Dock.)					
Donkey Boilers	-						

Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) LMC-BS-CL

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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.

a damage report made by anyone else? If so, by whom?

10. Will the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey " " " "

was not done, state for what reasons? Superheater and Economiser Tubes - ?

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

what special means, in the absence of internal examination, were adopted by the } Hydrastatic Pressure 788 lbs.
purveyor to assure himself of the thorough efficiency of those parts of each Boiler? }

Latest date of internal examination of each boiler Feb. 6th., 1950 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 520 lbs.

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? Yes, and of the Donkey Boilers? —

Did the Surveyor examine the drain plugs of the Main Boilers?..... Yes and of the Donkey Boilers?.....

Did the Surveyor examine all the mountings of the Main Boilers?..... Yes....., and of the Donkey Boilers?..... -

crew shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of } Yes
the shaft to permit of it being efficiently lubricated? }
shaft now been changed? No If so, state reasons —

he 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? (.....

date of examination of Screw Shaft Nov. 15th. 48 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close

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

did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?..... Yes

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

Work Done: With the Vessel afloat and ballasted to raise stern tube clear of water, to allow for a staging platform to work from. The Blank Flange was removed, from the Stern Tube, Inner & outer Bushings examined with the Stern Tube fastenings & found or placed in good order. Tailshaft wear down was reported as 13/32". Bushes were rewooded & bored to fit new Diam. of Shaft. Tailshaft was in the Tunnel upon arrival here, upon examination the Liner was found pitted, grooved & rough. Tailshaft was removed ashore, liner skimmed smooth. Propeller was removed from the Deck to shore. Tailshaft fitted into Propeller without & with Key. Shaft then replaced in Tube, Propeller installed, nut hardened up, the fitted and Stern Gland repacked. All this work was done afloat, because there was no Dock, large enough, available, the work was very satisfactory.

Machinery Survey: Main Turbine-Casings, Blading, Rotors, Thrust and Intermediate Shafting and Bearings, Gears, Teeth with shafts & Bearings, Condensers (Main & Auxiliary) arrangements, examined, found or placed in good order.

Auxiliary Turbines & Gears: Electric Generators & Motors, Switch Gear, Cables & Fuses, examined throughout and found

placed in good order. 5- Generators #1-2 & 3 on Starboard Side of E. Room.
Electric Equipment- A test was made on Generators, Motors, Cables and other apparatus, fittings, Etc., and the Insulation
distance was not less than 100,000 Ohms.
Auxiliary Machinery tested under full trial conditions and found satisfactory.

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, * L.M.C. 9,11, or * LMC 140 lb. F.D., &c.)

The Machinery of this Vessel is in a good and safe working condition, eligible in my opinion, to be classed LMC

(with date)-B.S, 2,50 and Tail Shaft (CL) last seen 11.49, made in the Register Book, Subject to the Committee's approval, when Survey has been completed.

Fee (per Section 29) Machinery in-	\$:	:	Fees applied for
ding Tailshaft			700.00	April 14, 50
Damage or Repair Fee (if any)	\$:	:	
ers (per Section 29.)			150.00	
etrical			250.00	Received by me,
ing expenses (if chargeable) Mobile	\$:	74.48	
" " Jck. new work			210.00	1950

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute.

igned *Classification contemplated.*

BS. 3.50
T5CL. 11.49

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006797 006808 0088

006797-006808-0088

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

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

9 1494.

Boiler Survey- 2 Main Boilers, Superheaters and Economisers, with all mountings, fittings, doors and fastenings, examined over all parts, with Steam (Main & Aux.) pipes and found or placed in good order. Hydrostatic test of 788 lb. was applied to Boilers and Steam Pipes to Throttle Valve and found in order. Safety Valves adjusted, on Boiler Drum under Steam to 520 and 522 lbs., on Superheaters to 473 lbs. The Oil Fuel Installation, has been examined and tested under working conditions. Fuel Tank Valves and Deck Control Gear tested, found tight and in good working order. Oil between Pumps and Furnaces examined, found tight and in good order.

Fuel Oil Heaters - #1 -2-3 & 4 opened, cleaned, tested, proven tight & closed in good order.

Boiler Repairs - 3 - Outside Superheater Elements, in each Boiler, renewed. 24"x 24" Access Door, installed above each Economizer. 6 - Todd Registers overhauled. 26 Scattered Tubes renewed. Superheater support sheet Saddles, covered with KAST*SET, Nuts & Bolts on Water Drums, Superheater support Sheet, Nuts & Bolts, renewed in upper ends. Economizer Element Loop ends sealed at Tube Sheet. Brick work & Arches renewed, as found necessary. Soot Blowers- Elements removed and replaced in alignment with all Blower elements. 1 - raised floor Tube (p & s) renewed in each Furnace.

Machinery Repairs - Main Engine Governor renewed. Thrust Shoes & Main Bearings rebbed. H.P. Journals & Thrust Collar Honed. L.P. Geared Hub, for Spindles, renewed. Lubricating Oil system, Tank, Cooler, Pipes & Pedestals cleaned & placed in good order. Main & Aux. Feed Pumps completely overhauled, repacked, tried out & proven in good order. Deaerator - overhauled & placed in good order. Main Circulating Pump - Impeller Shaft skimmed & new Sleeves fitted. Electric Cable Fittings renewed through, except in way of the Holds.

Note:-

Only One Feed Water connection, direct on the Boiler Shell.

Bilge Suctions, in Engine Room, do not have Mud Boxes with straight Tail Pipes, Strainer Boxes are fitted.

Settling Tanks (p & s) are attached to the Bottom Shell, with a Cofferdam around.

Air Pipes are smaller in area than the Filling Pipes to all Tanks (Pipes existing).

No Spare Gear supplied. All Spare Gear will be supplied in Italy.



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