

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.
Survey held at Jacksonville, Florida. Date, First Survey Sept. 29/49 Last Survey March 13th., 19 50
Book on the Machinery of the ~~XXXXXXXXXX~~ 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
M.N. 1488 Boilers, when made (Main) 1942 (Donkey) -
Main Boilers 2 Owners Achille Lauro Company Owners' Address Genoa, Italy
Donkey Boilers - Managers Port Napolia Voyage
Pressure - 525 Lbs. If Surveyed Afloat or in Dry Dock Afloat
Donkey Boilers - (State name of Dock.)

Report No. Port LMC-BS-CL
Particulars of Examination and Repairs (if any)
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?
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

| CHARACTER for Special Survey Date of last Survey and of Periodical Surveys. | Year assigned or expired | Machinery and Boiler Surveys (including date of N.B., if any) |
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| Class Contemplated | | |
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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 Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Hydrastatic Pressure 788 lbs.

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? 520 522 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? -

Has the 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? Yes
Has the shaft now been changed? No If so, state reasons -
Has 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? -
Date of examination of Screw Shaft Nov. 15th., 49 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. Is electric light and/or power fitted? Yes
Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes
Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes
If the 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, covered & rough. Tailshaft was removed ashore, Liner skinned 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. 3- Generators #1-2 & 3 on Starbd. Side of E. Room.
Electrical Equipment- A test was made on Generators, Motors, Cables and other apparatus, fittings, Etc., and the Insulation resistance 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.)
CS 3,34
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- \$: :
Fitting Tailshaft 700.00
Damage or Repair Fee (if any) \$: :
150.00
Boilers (per Section 29.) 250.00
Electrical 74.43
Fitting expenses (if chargeable) Mobile \$: :
Jck. 210.00
NEW YORK 21st 1950

Fees applied for April 14th 1950
Received by me, A. Stewart
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Signed Classification contemplated
B.S. 3.50
T.S.C. 11.49
Lloyd's Register Foundation
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

