

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES & BOILERS

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 19 Port of COLOMBO.
 No. in Survey held at 66 COLOMBO. Date. First Survey 14/4/43 Last Survey 17/4/1943.
 Reg. Book. 69763 on the Machinery of the Wood, Iron or Steel m.v. "ATHELMONARCH" (No. of Visits TWO.)

Tonnage { Gross 8995 Vessel built at Port Glasgow. By whom W. Hamilton & Co. Ltd. Year. 1928 Month. 4
 Net 5350 Engines made at Greenock. By whom J. G. Kincaid & Co. Ltd. When 1928.
 Nominal Horse Power } 709 Boilers, when made (Main) - (Donkey) 1928.
 Owners Athel Line Ltd. Owners' Address -
 (If not already recorded in Appendix to Register Book.)
 No. of Main Boilers - Managers - Port LIVERPOOL. Voyage -
 No. of Donkey Boilers 2 If Surveyed Afloat or in Dry Dock Afloat.
 Steam Pressure - (State name of Dock.)
 in Main Boilers 180 lbs.
 in Donkey Boilers 180 lbs.

Last Report No. Port

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and verbatim 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?

Port Donkey

Yes.

If this was not done, state for what reasons

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

Also 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 Port Donkey Boiler 14/4/43.

Present condition of funnel (s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Port Yes.

To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Port Yes.

Did the Surveyor examine the drain plugs of the Main Boilers?

Port Yes.

Did the Surveyor examine all the mountings of the Main Boilers?

Port Yes.

Has the screw shaft now been drawn and examined? No. Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Is electric light and/or power fitted?

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

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?

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

Annual Boiler Survey.

The port donkey boiler was surveyed internally and externally, also all valves, cocks, mountings, boiler bearers and chocks, and found to be in good condition throughout. The safety valves were again adjusted to the allowable pressure of 180 lbs per square inch, the thickness of the compression rings being - Forward 11/32" Aft 5/16".

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

That the record of DBS 2,43 be made in the Register Book in the case of this vessel.

Survey Fee (per Section 29) £8.90.00 Fees applied for 21.4. 1943
 Special Damage or Repair Fee (if any) £ : : Received by me, 19
 (per Section 29)
 Travelling expenses (if chargeable) £8.00

Committee's Minute

Assigned

THURS 13 JUL 1943

DBS 2.43

H. Lightowler
 Engineer Surveyor to Lloyd's Register of Shipping.

DBS due 2.42 party held 2.43,
now completed.

It is submitted that
this vessel is eligible for
THE RECORD DBS 2.43.

venue repairs a casualty?

L.P.
10/7/43.



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Foundation