

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

MAY 19 1939

(Received at London Office

Date of writing Report

When handed in at Local Office

18/5/39 Port of

NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at

Date, First Survey

and Last Survey

(No. of Visits

69281 on the Machinery of the Wood, Iron or Steel

S.S. AKENSIDE

Year. Month.

Tonnage { Gross 2694
Net 1595

Vessel built at Newcastle

By whom Wood, Skinner & Co. Ltd

When 1917-7

Nominal Horse Power { 295

Engines made at

By whom W. E. MacEwan & Co. Ltd

When 1917

No. of Main Boilers 2

Boilers, when made (Main)

1917

(Donkey)

No. of Donkey Boilers -

Owners Quayle & Co. Ltd

Owners' Address

(if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180

Managers Lunnell & Co. Ltd

Port Newcastle

Voyage

in Donkey Boilers -

If Surveyed Afloat or in Dry Dock

Dry Dock

(State name of Dock.)

Readhead

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, for Special Survey Date of last Survey and of Periodical Surveys.	Year when last surveyed.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100A1	5,38	+ L.M.C. 1137
S.S. HULN/3-1229		B.S. 2,39
S.S. SH2N/2-38		T.S. 1137
		C.L. 1
Large boilers not fitted		

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

(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 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

Present condition of funnel(s) efficient

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

To what pressure were they afterwards adjusted under steam? ☒

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? ☒

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 screw shaft now been drawn and examined? ☒

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 1/8

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

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?

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

Propeller outside fastenings examined & found in order.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel

(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

ELMC 140 lb., F.D., &c.)

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is eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 29) £ : :

Fees applied for

19

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Received by me,

Travelling expenses (if chargeable) £ : :

19

Committee's Minute

Assigned

FRI 2 JUN 1939

As now

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Wh67-0200

