

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

(Received at London Office)

15 MAY 1930

Date of writing Report

20

When handed in at Local Office

14/5/10 30 Port of NEWCASTLE-ON-TYNE

No. in Book. Survey held at South Shields Date, First Survey 8 May Last Survey 14 May 1930 (No. of Visits 4)

720 on the Machinery of the ~~Wood, Iron or Steel~~ SC: "ATHENDALE"Gross 3130 Vessel built at W. Hartlepool By whom W. Gray & Co. Ltd. When 1905-9
Net 1991

Engines made at do By whom Cam. Mar. Eng. Works. When 1905

Boilers, when made (Main) 1905 (Donkey) N. 1927

Owners Wigham Shipping Co. Ltd. Owners' Address

Managers Port N. Shields Voyage

If Surveyed Afloat or in Dry Dock J. Reardon & Sons Ltd. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) M.S. & T.S.

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

Is 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? No.

Do. " Donkey " " " " "

This was not done, state for what reasons? Main boiler survey not due. See Secretary's Telegram of 14/5/30 re Donkey Boiler.

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

To 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?

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 Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Is 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?

Is shaft now been changed? No If so, state reasons

Is 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/16"

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

Now Done. Vessel placed in drydock, propeller, aft end of stern bush, all sea cocks, valves, fastenings examined. Screwshaft (Ch.) examined & found sound.

Cylinders, pistons, valves, crank, thrust & tunnel shafting, main & auxiliary pumps & pumping connections, steering engine & windlass examined. Condenser cleaned & tested. Main steam pipes examined in place in way of flanges.

REPAIRS. H.P. piston rings renewed. L.P. bottom end lower half remounted. H.P. ahead eccentric rod straightened. M.P. ahead eccentric sheave key renewed. 2 feed ram 2 bilge ram skimmed up, neck & gland bushes renewed. Thrust shaft put in lathe & collars skimmed up. Ballast pump piston rings renewed & bucket re-rope. Steering engine worm put in lathe & worm dressed up. Windlass piston rings renewed.

General Observations, Opinion, and Recommendation:— This vessel's machinery as above (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, H.S. 9,11, H.S.M.S. 9,11, or L.M.C. 9,11, 150 lb., F.D., &c.)
seen, is, in my opinion, efficient & eligible to remain as classed & to have fresh record of M.S. 5-30 & T.S.C.L. seen 5-30.Survey Fee (per Section 25) £7 : 0 : 0 Fees applied for 14 MAY 1930
Special Damage or Repair Fee (if any) £ : : : Received by me, 8 8 1930
Travelling Expenses (if chargeable) £ : : : Ch. KnowlesCommittee's Minutes FRI. 18 MAY 1930
Assigned + L.M.C. - M.S. 5-30

S. 5-30

FRI. 18 SEP 1930

W1202-0137

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

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

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Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

S.S. 1 due 6.29 now held

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

on requis. To complete the S.S. the
Survey of the Doukey Hills requires
to be held. A proposal to defer
the D.P.S. has been approved.

It is submitted that
this parcel is chargeable
THE RECORD. + MEMS 5-30

S.S. 30

27/11
1575730

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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