

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

No. 54814

Date of writing Report 22nd. May 1952. When handed in at Local Office 23 May 1952 Port of CARDIFF 4 MAY 1952
 No. in 1 Book. Survey held at CARDIFF. Date. 5th May First Survey 5th May Last Survey 20th. May 1952.
 00520 on the Machinery of the SS. "AKSI" (No. of Visits 4.)

Gross 862 Vessel built at Sunderland By whom J. Crown & Sons, Ltd. Year. 1908 Month. 10
 Net 382 Engines made at Sunderland By whom N.E. Mar. Eng. Co. Ltd. When 1908
M.N. 141 Boilers, when made (Main) 1908 (Donkey) 1908
Donkey Owners Ministry of Transport Owners' Address (if not already recorded in Appendix to Register Book.)
 of Main Boilers 1 Managers Neil & Hannah Ltd. Port London Voyage
 of Donkey Boilers 1 Surveyed Afloat & in Dry Dock Hills Dry Dock & East
 Pressure 180 lb Dock, Afloat.
 Main Boilers 180 lb
 Donkey Boilers 60"

Report No. Port
 Particulars of Examination and Repairs (if any) Dkg., TS., BS. & Rprs.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damaged machinery (the cause of which must be stated) should be separated from repairs due to other causes; and besides the nature of the damage, should be briefly summarised at the end of the report. State also the dates and details of any letters respecting this case.

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.

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

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? Yes

Has the Surveyor personally gone inside each Donkey Boiler separately and made a thorough examination at this time? Yes

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler Main & Donkey 7/5/52

Has the Surveyor examined the Safety Valves of the Main Boilers? Yes Present condition of funnel Efficient

Has the Surveyor examined the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 165 lbs.

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 60 lbs.

Has the Surveyor examined the drain plugs of the Main Boilers? - and of the Donkey Boilers? Yes

Has the Surveyor examined all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? No

Has the shaft now been changed? No If so, state reasons Has the shaft now fitted been previously used? - Has it a continuous liner? -

Has an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 6/5/52

Is the bush working fit Is electric light appliance fitted? yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Done:-

Vessel placed in dry dock, propeller, after end stern bush and sea connection outside openings examined. Tail shaft wear down, working fit.

Main and donkey boilers examined internally and externally together with all manholes, at holes, doors and mountings and safety valves adjusted to stated pressures.

Main Boiler valves adjusted to 165 lbs per sq.in. at request of Chief Engineer with Superintendent's concurrence.

and Tear Repairs:-

4 Plain tubes in port chamber renewed.

Forward collision check renewed.

Minor repairs to boiler mountings.

2 Safety valve springs and one lid of donkey boiler renewed. New cylinder fitted to windlass engine.

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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

The Machinery of this vessel is eligible in my opinion to remain as now classed with record of B.S.5,52 and notation of T.S.5,52.

Fee (per Section 23) T.S. 3 Fees applied for 23 May 1952
B.S. 9
Donkey Repair Fee (if any) 5
 (per Section 23.)
 Expenses (if chargeable) £ Received by me,

Committee's Minute TUES. 17 JUN 1952

ed BS 5,52

S 5,52

CHARACTER, & for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100 A1</u>		<u>LMC.4,49</u>
<u>5,51.</u>		<u>B.S.5,51.</u>
<u>Reclassified 4,49</u>		<u>T.S.4,50.</u>
<u>ss.Lth.-4,49(Dr)</u>		
<u>Cargo battens not fitted.</u>		

SEE SPL. NOTE 8.1. (MACH)

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1642 - 0285

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