

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

(Received at London Office)

AUG 1948

Date of writing Report 14 AUG 1948 When handed in at Local Office 14 AUG 1948 19... Port of London

No. in Survey held at Greenkith Date. First Survey 19-3-48 Last Survey 17-6-1948
Reg. Book. 19613 on the Machinery of the Wood, Iron or Steel M.V. "ASSIDUITY" (No. of Visits 8)

Tonnage: Gross 350 Vessel built at Greenock By whom G. Brown & Co. Ltd. When 1930 Month 11
Net 186 Engines made at Newbury By whom Plenty-Still Oil Engs. Ltd. When 1930
Nominal Horse Power 153 MN Boilers, when made (Main) --- (Donkey) ---
No. of Main Boilers -- Owners F.T. Everard & Sons Ltd. Owners' Address ---
No. of Donkey Boilers -- Managers --- Port London Voyage ---
Steam Pressure in Main Boilers -- If surveyed Afloat or in Dry Dock Both
in Donkey Boilers -- (State name of Dock) On Slipway, Greenkith.

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.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100 A1 9,47</u>		<u>+ LMC 9,46</u>
<u>ss.Lon. - 9,47</u>		<u>TS(OG) 9,46</u>
		<u>Oil Eng.</u>

Last Report No. --- Port ---
Particulars of Examination and Repairs (if any) LMC + NE

(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 not, state for what reasons --- 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? ---

State latest date of internal examination of each boiler --- Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boilers? --- To what pressure were they afterwards adjusted under steam? ---

Did the Surveyor examine the Safety Valves of the Donkey Boilers? --- 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 the screw shaft now been drawn and examined? Yes Has it a continuous liner? --- Is an approved oil retaining appliance fitted at the after end? ---

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

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft 5-5-48 State the wear down in the stern bush Good fit

Is electric light and power fitted? Yes If so, 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

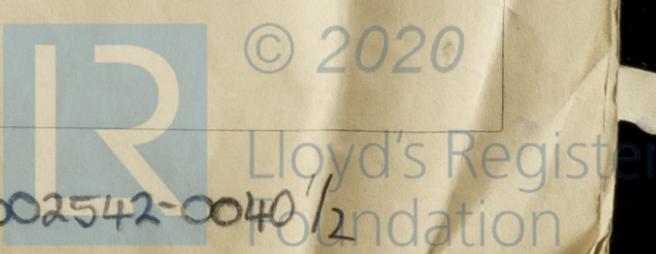
NOW DONE:- Vessel placed on slipway; propeller, stern bush, oil gland and all outside sea fastenings examined. All sea cocks and valves and overboard discharge valves opened up and examined. Tail shaft with gaskets and renewed. New tail shaft identified in rough machined condition, examined finish machined and marked "620405 CP 817 8-4-48 WTM 5-5-48". Propeller renewed; identified "620405 294/48 HYB". Intermediate shaft renewed; new shaft identified in rough machined condition, examined finished and marked "620405 CP 818 8-4-48 WTM 5-5-48". New Main Engine fitted complete with thrust shaft, see book Ref No. 116897 New engine satisfactorily fitted in accordance with the requirements of the Rules and shafting satisfactorily lined up. Auxiliary Engine completely opened up and examined.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good condition and eligible in my opinion to remain as at present classed with fresh records of +LMC 6,48 and +NE 6,48, and notation "Tailshaft See 5,48 O.G.(N)".

Survey Fee (per Section 29) PT LMC 10-0-0 Fees applied for 5 AUG 1948
ELEC 5-0-0
Special Damage or Repair Fee (if any) ---
Travelling expenses (if chargeable) 12 13 14
18
Received by me, ---

W.P. Mathison
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 20 AUG 1948
Assigned + LMC 6,48 (with Endorsement)
+ NE 6,48
J.N. 5,48



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

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

M.V. "ASSIDUITY"

General Service pump completely opened up and examined and valves, cocks, pipes and strainers of the pumping arrangements examined.

Auxiliary air compressor opened up and examined, and air receivers together with their mountings and pipes, opened up, cleaned and examined internally.

Fuel storage and daily service tanks opened up and examined.

Electrical installation examined throughout, tested under working conditions and megger tested after minor repairs:

Full speed and manoeuvring trials of the main engine were carried out with satisfactory results and auxiliary machines tested under working conditions.

[Signature]

