

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

(Received at London Office 25 OCT 1933)

Date of writing Report 24<sup>th</sup> OCT 1933 When handed in at Local Office 25 OCT 1933 Port of LONDON

No. in Reg. Book 31673 Survey held at LONDON Date, First Survey 11<sup>th</sup> OCT Last Survey 20<sup>th</sup> OCT 1923 (No. of Visits Four)

on the Machinery of the Wood, Iron or Steel S/S NEATH ABBEY

Tonnage { Gross 2492 Vessel built at CHEPSTON By whom E. FINCH & Co (1916) Ltd. When 1919-10  
 Net 1435 Engines made at GLASGOW By whom M. KIE & BAXTER When 1919  
 Nominal Horse Power 253 Boilers, when made (Main) 1929 (Donkey) 1919  
 No. of Main Boilers 258 Owners ABBEY LINE LTD. Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers - Managers FREDERICK JONES & SONS Port CARDIFF Voyage BIDEFORD  
 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock BOTH (State name of Dock.) LONDON GRAVING DOCK  
 in Donkey Boilers -

Last Report No. - Port -

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

(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 YES, NOT REQUIRED

Was a damage report made by anyone else? If so, by whom? YES UNDERWRITERS SURVEYOR

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YES

Do. " Donkey " " " No

If this was not done, state for what reasons? D.B. NOT TO BE USED UNTIL PLAIN TUBES RENEWED

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 10/33

Did the Surveyor examine the Safety Valves of the Main Boiler? YES To what pressure were they afterwards adjusted under steam? NOT ADJUSTED

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? YES, and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? NONE, and of the Donkey Boiler? -

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

Has 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? NONE

Has shaft now been changed? No 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 18/10/33 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.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the boiler survey for record of B.S. 10.33 the safety valves on both main boilers are to be adjusted 180 lbs

DAMAGE:- Vessel placed in dry dock on account of having been aground near Cape Taran in the Gulf of Obb on 22<sup>nd</sup> Sept. 1933. Propeller and outside fastenings examined and found in order, propeller shaft drawn inboard and examined. C.L. Main condenser opened up, cleaned, examined under water test and found in order. B.S. Both main boilers with their safety valves and mountings opened up examined internally and externally and found in order, main check valve tested & this machine sp. Boilers afterwards examined under steam, safety valves not adjusted as L.R. standard gauge would not fit on any boiler gauge connection, the vessel was ready to proceed to Bideford to be laid up and the underwriters that arrangements will be made to adjust the valves before the vessel goes into service.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as  
 (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, or L.M.C. 9,11, 140 lb., E.D., &c.)  
now examined is in order and the vessel is eligible in our opinion to remain as now classed with fresh record of T.S. examined 10.33 C.L. and B.S. 10.33 when safety valves have been adjusted, subject to Donkey Boiler not being used until plain tubes have been renewed.

Survey Fee (per Section 29) B.S. £ 3 : 0 : 0 Fees applied for 25 OCT 1933  
 Special Damage or Repair Fee (if any) (per Section 29.) £ 2 : 0 : 0 Received by me, 13.12.1933  
 Travelling expenses (if chargeable) £ : : :  
 Committee's Minute FRI. 3 NOV 1933 TUE. 17 APR 1934  
 Assigned Admow FRI. 4 MAY 1934

subject  
AS CERTIFICATE WRITTEN  
11.4.34

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5/5 NEATH ABBEY

The Owners attention was called to the donkey boiler being under steam when the class of the vessel was subject to it not being used until the plain tubes have been renewed, the Chief Engineer has now been informed that this boiler is not to be used and the owner states that the vessel is now being laid up at Bideford where he intends to make arrangements to renew the plain tubes.

H. W. Carrick.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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