

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

No. 22796

Date of writing Report 17 JUL 1951 (Received at London Office) 17 JUL 1951

No in Reg. Book. Survey held at London When handed in at Local Office 17 JUL 1951 Port of London

50153 on the Machinery of the Wood Iron or Steel M.V. ACCLIVITY Date. First Survey 27 June Last Survey 2 July 1951 (No. of Visits 2)

Tonnage Gross 389 Vessel built at Grenock By whom G. Brown & Co Year. Month. When 1931 12
Net 174 Engines made at hessbury By whom hessbury Beal & Co When 1942
Nominal Horse Power 112 Boilers, when made (Main) (Donkey) 1931
Owners F. T. Everett & Sons Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Port London Voyage

No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) hessbury
No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lb in Donkey Boilers 180 lb

Last Report No. 122354 Port Lon Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

CHARACTER & Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100A1 1.57</u>		<u>+LMC</u>
		<u>CS 4.51</u>
		<u>+NE 5.42</u>
		<u>DBS 3.50</u>
		<u>TSOB 5.50</u>
<u>9.5 / on 9.50</u>		
<u>Carrying petroleum in bulk.</u>		

Particulars of Examination and Repairs (if any) CS & DBS
(Periodical Surveys, when held, must be reported in detail and seriatim 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 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? Yes

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? Yes

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined? Yes

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? Yes

State latest date of internal examination of each boiler. 27-6-51

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lb

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lb

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? Yes

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

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

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

Has shaft now been changed? Yes If so, state reasons. Yes Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft. Yes State the wear down in the stern bush. Yes Is electric light and/or 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

Engine 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. Complete for DBS. for CS please see form 7E

NOW DONE CS. Main engine Nos 1 & 2 cylinders, cover, piston, liner, gudgeon pin crank pin & bearing examined.

ME scavenge belt & valves examined, all found & placed in order

D. BS. Donkey boiler examined internally and externally together with SV & mountings, boiler examined under steam & SVs adjusted to above pressure Oil fuel equipment & fire fighting apparatus examined.

All plain tubes renewed, due to heavy scale.

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 CS 3,34)

The machinery of this vessel as now seen is in efficient & good working order eligible in my opinion to remain as classed and to have fresh record of DBS 7.57 and +LMC CS (with date) when survey has been completed

Survey Fee (per Section 23) DBS 3-0-0 CS 3-0-0

Special Damage or Repair Fee (if any) (per Section 23) £ 60

Travelling expenses (if chargeable) £ 60

Committee's Minute THU 9 AUG 1951

Assigned As per J.S. DBS 7.51

Received by me, Inselley 19 17 JUL 1951

Engineer Surveyor to Lloyd's Register of Shipping.



