

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

No. 22796

Date of writing Report 17 JUL 1951

When handed in at Local Office 17 JUL 1951

(Received at London Office)

17 JUL 1951

No in Reg. Book. Survey held at London

Port of London

Date. First Survey 27 June Last Survey 2 July 1951

(No. of Visits 2)

50153 on the Machinery of the Wood Iron or Steel M.V. ACCLIVITY

Tonnage Gross 389 Net 174 Nominal Horse Power 112

Vessel built at Gremont

By whom G. Brown & Co

Year. Month.

Engines made at hestbury

By whom hestbury & Co Ltd

When 1931 12

Boilers, when made (Main)

(Donkey) 1931

When 1942

Owners F. T. Ewald & Sons Ltd

Owners' Address

(if not already recorded in Appendix to Register Book.)

No. of Main Boilers 1

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 180 lb

Managers

If Surveyed Afloat or in Dry Dock Afloat

(State name of Dock.)

Afloat hestbury

Port London

Voyage

Last Report No. 122354 Port Lon

Particulars of Examination and Repairs (if any) CS & DBS

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)
+100A1 1.57		+LMC
		CS 4.51
		+NE 5.42
		DBS 3.50
		TSOG 5.50

9.5 / on 9.50

Carrying petroleum in bulk.

OIL ENGINES

CONTINUOUS SURVEY

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 through examination at this time?

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 boiler 27-6-57

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?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons.

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft.

stern bush. Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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.

M.E. 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 *LMC 140 lb., FD, &c.)

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

DBS 3-0-0 CS 3-0-0

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

Travelling expenses (if chargeable)

Committee's Minute

THU 9 AUG 1951

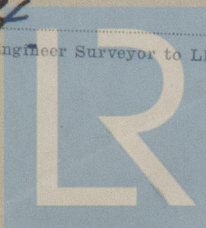
Assigned

DBS 7.51

Received by me, 17 JUL 1951

R. S. Selley

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

W1071-0009

DBS due 3.51, household
all plain tubes renewed.
CS advanced

It is submitted that this vessel is eligible for THE RECORD. OBS 7.51

6. 2. 1. 7. 2. 1.
3. 8. 5. 1

Note Details of our
Engine are still
awaited.

02/12/2017

HE
5/

[illegible]

[Faint handwritten notes and markings, possibly bleed-through from the reverse side.]

This image shows a vertical strip of aged, yellowed paper. The paper has a textured, slightly wrinkled appearance with some minor discoloration and a dark, irregular border on the right side, suggesting it might be a fragment from an old document or book. There is no text or other markings visible on the strip.