

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

(Received at London Office)

Date of writing Report 11 - MAY 1951 When handed in at Local Office 11 - MAY 1951 19... Port of London

No in Reg. Book Survey held at Greenhithe Date First Survey 11.4.51 Last Survey 12.4.1951
(No. of Visits Two)

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

Tonnage { Gross 389 Vessel built at Greenock By whom G Brown & Co. When 1931 Month 12
Net 174 Engines made at Newbury By whom Newbury Diesel Co. Ltd. When 1931
Nominal Horse Power 112 MN Boilers, when made (Main) (Donkey) 1931
Owners F.T. Esmond & Sons Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Main Boilers 1 Managers X Port London. Voyage

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock afloat.
Steam Pressure in Main Boilers 1 (State name of Dock.) Greenhithe.
in Donkey Boilers 180/140

Last Report No. 12764 Port Lon.

Particulars of Examination and Repairs (if any) + LMC, CS.
(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.)

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>+ LOCAL</u>	<u>1,51</u>	<u>+ LMC 7,46</u>
<u>s.s. Lon.-</u>	<u>7,46</u>	<u>+ NE 5,42</u>
		<u>DBS 3,50</u>
		<u>TS(OG) 5,50</u>
Carrying petroleum in bulk.		<u>OIL ENGINES</u>
Oil Eng.		<u>CONTINUOUS SURVEY</u>

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?

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(s)

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? 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. State the wear down in the 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. CS case Please see form 7.E. Now done. The following main and auxiliary machinery opened up examined and found or placed in satisfactory condition.
Main engine. all crankshaft journals, together with main bearings.
M/E attached bilge and circulating water pumps.
Aux machinery. Port fwd and Port aft aux diesel engines.
Ballast and general service pumps. Aux start air compressor.
Aux condenser cleaned examined and tested.
Daily service fuel tanks (two) cleaned inside internally and tested. valves piping and fittings examined.
Not repairs. Repairs of a minor nature were effected to the two aux diesel engines and attached M/E pumps.
Examined on completion and found satisfactory.

General Observations, Opinion, and Recommendation: Interim Cert issued Copy attached.

(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.)

CS 3,34
The machinery of this vessel as now seen is eligible in my opinion to remain as classed with fresh record of + LMC CS (with date) when the Survey has been completed.

Survey Fee (per Section 23) RC2 £ 6.00 Fees applied for MAY 1951
Special Damage or Repair Fee (if any) £ : :
Travelling expenses (if chargeable) £ : 6 Received by me, A. Kirby

Committee's Minute TUES. 22 MAY 1951
Assigned Approved Defered for DBS

Write how
SS Lon - 9.50 + LMC CS 4.51
CERTIFICATES WRITTEN.
(CS. + CS. - 4.9.51)

Engineer Surveyor to Lloyd's Register of Shipping.



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

when DBS

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

Lloyd's Register Foundation Ticket W1071-0015

M. V. ACCIDENT
1774
1114
1024

RETAIN

[Faint, mostly illegible handwriting covering the majority of the page]

