

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

(Received at London Office 17 MAR 1942)

Date of writing Report 16th March 1942 When handed in at Local Office 16th March 1942 Port of London

No. in Reg. Book 18668 Survey held at Tewbury, Berks. Date First Survey 26th February 1942 Last Survey 26th February 1942 (No. of Visits One)

on the Machinery of the ~~Wood, Iron~~ Steel 4 1/2 "ACCLIVITY"
Tonnage { Gross 389 Net 174 Vessel built at Swanwick By whom S. Brown & Co Year. Month. When 1931 12th
Engines made at Tewbury By whom Planty Mill Bol Engines Ltd When 1931
Nominal Horse Power 154 HP Boilers, when made (Main) (Donkey) 1931
No. of Main Boilers Owners F. J. Leonard & Sons Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers One Managers London Port London Voyage
Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock (State name of Dock.)
In Donkey Boilers 180 LB

Last Report No. Port

Particulars of Examination and Repairs (if any) Reps: to New Lady

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 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.

Has the Surveyor examined the machinery 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.

Has 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?

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

If this was not done, 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?

What is the latest date of internal examination of each boiler? Present condition of funnel(s).

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

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? 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? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed? 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?

What is the date of examination of Screw Shaft? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

When the Surveyor examined the generators, motors, switchgear, cables and fuses? Is electric light and/or power fitted?

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the survey it will be necessary to examine the machinery under full load running conditions. It was stated that this will be done when the engine is installed in the vessel.
Yard Done 2 cyl. 20 HP High Speed Oil Engine (Serial No 3245A) driving 5.75 Kw generator, ballast pump (No 5383B) & air compressor (No 3587K) on one bedplate entirely stripped down (except generator); all parts cleaned, examined, minor repairs carried out & engine re-assembled. Vent extension shaft fitted together with coupling & pulley, a new a.s. plate extension seating made & fitted to bedplate a new Continuation fuel transfer pump fitted & lined up.
The unit is forwarded to Swanwick when the vessel is now lying undergoing extensive overhaul.

General Observations, Opinion, and Recommendation: This report is for the

(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, E.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 Ib., F.D., &c.)

Information of the Committee.

Fee (per Section 29) £ 11.10 Fees applied for

Damage or Repair Fee (if any) (per Section 29.) £ Change on completion of installation

Printing expenses (if chargeable) £ 19 Received by me,

Committee's Minute FRI. 25 JULY 1942

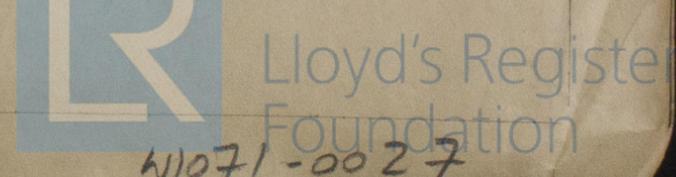
Signed See Log 110403

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Year when last surveyed.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1</u>	<u>3,38.</u>	<u>LMC 6,36</u>
<u>SS Lon No 1-36</u>		<u>LMC(M) 8,38</u>
		<u>DBS 3,39</u>
		<u>TS(OE) 10,38</u>
		<u>Examined 3,41.</u>
		<u>Oil Engines.</u>

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

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

F. C. J. Brown
Engineer Surveyor to Lloyd's Register of Shipping.



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