

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

(Received at London Office) 25 APR 1940

Date of writing Report 24 April 1940 When handed in at Local Office 25 APR 1940 Port of London
 No. in Reg. Book 19096 Survey held at Greenwich Date, First Survey 11 April Last Survey 11 April 1940
 on the Machinery of the Wood, Iron or Steel S.S. ACTUOSITY. (No. of Visits one)

Tonnage { Gross 359. Vessel built at Greenock. By whom G. Brown & Co When 1933. 2.
 Net 177. Engines made at Newbury By whom Newbury Diesel Ltd When 1933.
 Nominal Horse Power 112. Boilers, when made (Main) (Donkey) -
 No. of Main Boilers 1 Owners T. J. Edward & Sons Ltd. Owners' Address -
 No. of Donkey Boilers 1 Managers - (if not already recorded in Appendix to Register Book)
 Steam Pressure in Main Boilers - Port London Voyage -
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.) Greenwich

Last Report No. 107321 Port Lon

Particulars of Examination and Repairs (if any) L.M.S. (M).

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.

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 thorough examination at this time?

Do the same for Donkey Boilers?

If this was not done, state for what reasons?

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. 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 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 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?

State 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.

Engine parts, when referred to by numbers, should be counted from forward. 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?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

How done: Main engine: N^o 3+4 cylinders, cover, valves & gear, pistons, rods, gudgeon pins & bushes, bottom end brasses, N^o 3+4 crank pins & N^o 4 & 5 crank journals examined & found in good condition. Clutch gear examined.
 Aux engine: Working parts of engine & compressor examined.
 Air receivers examined internally & externally with pipes & connections.
 Separate fuel tanks together with connections examined externally.
 Pumps examined. Switchboard & electric leads examined
 all found in order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, on account 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, & L.M.C. 9, 11, or R.L.M.C. 140 lb., F.D., &c.)
is eligible, in my opinion, to remain as classed & to have a full record of L.M.S. (M) 4.40.

Survey Fee (per Section 29) £5-0-0 Fees applied for 25 APR 1940
 Special Damage or Repair Fee (if any) £ Received by me, 19
 Travelling expenses (if chargeable) £

Committee's Minute
 Assigned 6 + L.M.S. (M) 4.40

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Year Month	Machinery and Boiler Surveys (including date of N.B. if any).
<u>+100 A. 12.57.</u>		<u>+N.E. 8.37</u>
<u>SS LON. N^o 1-37</u>		<u>+L.M.C. 8.37.</u>
<u>Oil Eng.</u>		<u>O.G. N. 4.39.</u>



M. J. Summefeld

It is submitted that
this vessel is eligible for
THE RECORD. *File (w) 440*

MS
2/5/40



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Foundation