

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

(Received at London Office 26 JUL 1938)

Date of writing Report July 25th 1938 When handed in at Local Office July 25th 1938 Port of LONDON

No. in Reg. Book Survey held at GREENHITHE Date, First Survey 31st March Last Survey July 25th 1938

54448 on the Machinery of the Wood, Iron or Steel MV ABILITY

Tonnage { Gross 262 Net 125 Vessel built at St. Yarmouth By whom Sellows & Co. Ltd Year. Month. 1928 1

Nominal Horse Power { 153 Engines made at Greenhithe By whom Plenty & Son, Ltd When 1928

No. of Main Boilers - Boilers, when made (Main) - (Donkey) -

No. of Donkey Boilers - Owners S. S. Everard & Sons Ltd Owners' Address -

Steam Pressure in Main Boilers - Managers - Port London Voyage Coasting

in Donkey Boilers - If Surveyed Afloat or in Dry Dock Greenhithe (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. - Port -

Particulars of Examination and Repairs (if any) LMC(M) 7.38

(Periodical Surveys, when held, must be reported in detail and verbatim 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? -

" " Donkey " " " -

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) Good

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? Yes Is it fitted with continuous liner? No

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

Has shaft now been changed? No 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 27-6-38 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft .02

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? Yes

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

Engines removed from vessel to shop. All cylinders, pistons, rods, covers and valves, valve gear, top and bottom ends, crank shaft and main bearings, bed plate, thrust shaft, reverse gears, screw shaft, stern tube, pumps and pumping arrangements, compressor, air bottles and daily service tank internally and externally examined.

The engines have been refitted on board and tried under working conditions.

A new auxiliary set comprising dynamo, P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this

(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, B.S. 9.11, B.S.M.S. 9.11, L.M.C. 9.11, or

L.M.C. 140 lb., F.D., &c.)

vessel is in good condition and eligible in my opinion to remain as classed with fresh record

of L.M.C.(M) 7.38

Note screw shaft seen 6.38 O.G.

Survey Fee (per Section 29) LMC(M) £5 : 0 : 0

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £ : 13 : 0

Committee's Minute -

Assigned + L.M.C.(M) 7.38

Fees applied for

26 JUL 1938

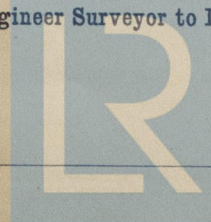
Received by me,

25.10.38

CHURCH

Arthur W. Oxford

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W324-0051 1/2

M.V. "ABILITY."

compressor - and bilge pump, has now been fitted, securely fastened - and tried under working conditions with satisfactory results.

The Electrical Installation examined - and megger tested with satisfactory results.

Arthur W. Oxford.