

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

(Received at London Office 18 JUN 1940)

Date of writing Report 14-6-1940 When handed in at Local Office 18 JUN 1940 Port of LONDON

No. in Reg. Book. 54713 Survey held at Greenwich Date, First Survey AND Last Survey 15-6-1940 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel S.C.M.V. "AMENITY"

Tonnage Gross 294 Vessel built at Gt. Yarmouth By whom Tellous & Co. Ltd When 1928-7  
Net 165 Engines made at Newbury By whom Newbury Diesel Co. Ltd When 1928

Nominal Horse Power 84 Boilers, when made (Main) (Donkey)

No. of Main Boilers Owners J.J. Everard & Sons, Ltd Owners' Address (if not already recorded in Appendix to Register Book.)  
Managers Port London VoyageNo. of Donkey Boilers Managers If Surveyed Afloat or in Dry Dock Greenwich  
Steam Pressure in Main Boilers (State name of Dock.)  
in Donkey Boilers 107010 Port 1ps

Last Report No. 107010 Particulars of Examination and Repairs (if any) LMC(M)

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.

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?

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

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

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?

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

how done: - has 2 &amp; 3 cylinders, covers, valves &amp; gears, pistons, guide pins, connecting rods, crankpins &amp; crasses, &amp; has 3 &amp; 4 crankpins &amp; bearings

examined. Auxiliary engine &amp; compressor opened out completely and examined. Air receivers examined internally with their valves &amp; pipes.

Main engine compressor, clutch gear, main &amp; auxiliary pumps examined without dismantling. Daily service &amp; settling tanks examined internally &amp; found in good order. Electric equipment generally examined.

The Owners attention was drawn to the propeller shaft survey being long overdue &amp; they cannot state when it will be carried out.

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, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &amp;c.; thus, for example, B.S. 9.11, B.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &amp;c.)

As now seen is in good &amp; safe working condition and is eligible in my opinion to remain as classed with fresh record of LMC(M) 6-40.

Survey Fee (per Section 29) £ 3 : 10 : 0 Fees applied for 18 JUN 1940

Special Damage or Repair Fee (if any) (per Section 29.) £ X : Received by me, 19

Travelling expenses (if chargeable) £ X :

Committee's Minute TUE 25 JUN 1940

Assigned J.S. + LMC(M) 6.40

J. Micholas, Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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