

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

(Received at London Office) 1938 JUL 1941

Date of writing Report 24-4-41 When handed in at Local Office 1938 JUL 1941 Port of LONDON

No. in Reg. Book 10099 Survey held at LONDON Date, First Survey AND Last Survey 24-4-1941 (No. of Visits 1)

10099 on the Machinery of the Wood, Iron or Steel S.S. "ASPERITY"

Tonnage Gross 699 Net 305 Vessel built at Greenock By whom G. Brown & Co. When 1929-9

Nominal Horse Power 99HP Engines made at Glasgow By whom W. Beardmore & Co. Ltd When 1929

No. of Main Boilers 18B Boilers, when made (Main) 1929 (Donkey) Owners J. J. Emerald & Sons, Ltd. Owners' Address (if not already recorded in Appendix to Register Book) Voyage London

No. of Donkey Boilers in Main Boilers 180L Managers ON HARD If Surveyed Afloat or in Dry Dock Emerald's yard, Greenock (State name of Dock.)

Last Report No. 108699. Port LON. Particulars of Examination and Repairs (if any) T.S.

(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?

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 24-4-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Is electric light and/or power fitted?

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

Propeller shaft drawn & examined. Lind found badly worn in way of neck bush and now skinned up. A new neck & gland bush fitted and wood in stern bush renewed to suit.

B.S. The Owners attention was drawn to the boiler survey being overdue and they state that boiler will be submitted for survey at the first opportunity

General Observations, Opinion, and Recommendation:— This vessel's machinery as now

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

is in good & safe working condition and is eligible in my opinion to remain as classed with fresh record of T.S. 4-41. C.L

Survey Fee (per Section 20) £ : Fees applied for 19 Special Damage or Repair Fee (if any) (per Section 20.) £ : Received by me, 19 Travelling expenses (if chargeable) £ : J. M. Nicholas

Committee's Minute Assigned Deferred for B.S. Deferred by and year

FRI. 8 AUG 1941 FRI. 25 NOV 1941

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W4-0210

