

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

(Received at London Office)

128 JUL 1941

Date of writing Report 24-4-1941 When handed in at Local Office 128 JUL 1941 Port of LONDON

No. in 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 Vessel built at Greenock By whom G. Brown & Co. When 1929-9  
Net 305 Engines made at Glasgow By whom W. Beardmore & Co. Ltd When 1929

Nominal Horse Power 99 HP Boilers, when made (Main) 1929 (Donkey) -

No. of Main Boilers 185 Owners J. J. Everard &amp; Sons, Ltd. Owners' Address (if not already recorded in Appendix to Register Book) Voyage London

No. of Donkey Boilers 180 If Surveyed Afloat or in Dry Dock Everard's Yard, Greenock  
Steam Pressure in Main Boilers 180 lb. (State name of Dock.)  
in Donkey Boilers -

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 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? No

If this was not done, state for what reasons? Under steam.

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? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? No If so, state reasons. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

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? No

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. Good fit.

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. Complete.

Propeller shaft drawn &amp; examined. Found badly worn in way of neck bush and now skimmed 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, &amp;c.; thus, for example, B.S. 9,11, B.&amp;M.S. 9,11, &amp; L.M.C. 9,11, or L.M.C. 140 lb., F.D., &amp;c.)

There is in good &amp; 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) £ : FRI. 8 AUG 1941 FRI. 28 NOV 1941

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

S. 441 9 9

Lloyd's Register Foundation W4-0210



S. 7.41

B. aus 841

Ken  
7-8-41

James G. 4

[illegible]

besten fürstlichen Ehren will

[illegible]

. *delivered*  
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 and I better know of them than I do. The former I have heard of  
 since I have been here and will not know

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Only

17

1874

211

14-5-45

allard is understood

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8E.2.01.00f.22

27

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building

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PCPI

J. Brown & Co.  
10 Broadway, N.Y.

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Landon

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PPd  
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MPP  
A21

YONDOX  
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AND  
YT1292H 222

14 - P-46  
no good

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