

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

(Received at London Office)

128 JUL 1941

Port of LONDON

of writing Report. 24-4-1041 when handed in at Local Office

128 JUL 1941

Date, First Survey

17-6-41

Last Survey

23rd July 1941

(No. of Vessels 6)

in Book. Survey held at LONDON.

135 on the Machinery of the Wood, Iron or Steel Sc. "AUDACITY"

Gross 589
Net 242
Final Power 99 R.H.P.
Main Boilers 15B
Donkey Boilers 180 lbs
Pressure Main Boilers
Donkey Boilers ✓Vessel built at Greenock
Engines made at Coatbridge
Boilers, when made (Main) 1941-4
Owners J. J. Evers & Sons, Ltd
Managers
If Surveyed Afloat or in Dry Dock towards yard.
(State name of Dock.)By whom J. Brown, Co. Ltd
By whom W. Beardmore & Co. Ltd
(Donkey) ✓
Owners' Address
(if not already recorded in Appendix to Register Book.)
Port London VoyageYear Month
When 1925-11
When 1925

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

CHARACTER
X for Special Survey
Date of last Survey and of Periodical Surveys.Machinery and Boiler
Surveys
(including date of N.B., if any).
Years and months now expiredX 100A1. 2. 39 128 JUL 1941 Y-38
S.S. Lon. No 3-4. 38 B.S. 8. 39
T.S. 9-40CL T.S. 9-40CL

Carrying Petroleum in bulk.

Part Report No. Port

Particulars of Examination and Repairs (if any) MSIT S.

Radical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly 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 initials of any letters respecting this case.

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 ✓

a damage report made by anyone else? If so, by whom? ✓

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

Donkey " New boiler not fitted, please see Builders Entry report, attached

what was not done, state for what reasons? ✓

what parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

latest date of internal examination of each boiler. ✓

the Surveyor examine the Safety Valves of the Main Boiler? ✓

the Surveyor examine the Safety Valves of Donkey Boiler? ✓

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓

the Surveyor examine the drain plugs of the Main Boilers? ✓

the Surveyor examine all the mountings of the Main Boilers? ✓

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.

shaft now been changed? yes. If so, state reasons Old shaft worn & fitted new. To what pressure were they afterwards adjusted under steam? 180 lbs per sq in. ✓

the shaft now fitted been previously used? no. Has it a continuous liner? no. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes.

date of examination of Screw Shaft 23/7/41 State the distance between lignum vita 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.

did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes. Is electric light and/or power fitted? yes.

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes.

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

not done:- Propeller shaft drawn & examined, shaft found worn & fitted and now renewed. New shaft is not fitted with any liner. Stern brush of Cast iron and an approved Oil gland fitted.

Sea connections with their fastenings examined, found in order.

All cylinders, pistons, valves & faces, crank, thrust shafts, pumps, condensers, pumping arrangements examined. Dynamo, switchboard, cables, fittings and pipes examined under working conditions & megger tested.

Main & auxiliary stem and feed pipes examined and tested by hydraulic pressure to 360 lbs per sq in. Windlass opened out & examined.

A new boiler now fitted and examined under steam & safety valves adjusted to 180 lbs. (P.T.O)

General Observations, Opinion, and Recommendation: - The machinery of this vessel as

(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, etc.; thus, for example, B.S. 9-11, B.M.S. 9-11, X L.M.C. 9-11, or X L.M.C. 140 lb. F.D., etc.)

X L.M.C. 140 lb. F.D., etc.)

CS 3-24.

and seen is in good & safe working condition and is eligible in our opinion to remain as classed with fresh record of X L.M.C. 9-11, (new boiler 7-41) T.S. 4-41 C.L. Med.

Survey Fee (per Section 29) £ 10 : - : - Fees applied for 128 JUL 1941

Special Damage or Repair Fee (if any) £ : : Received by me,

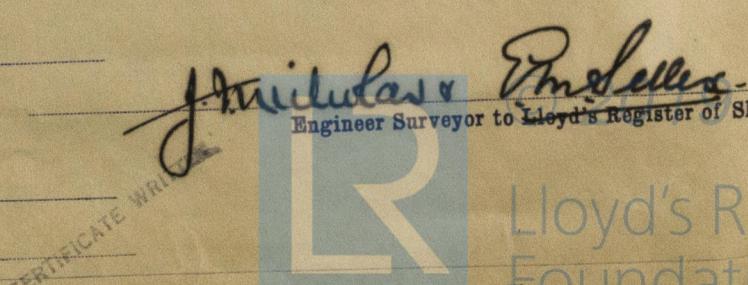
Travelling expenses (if chargeable) £ : 15 : Received by me, 19

FRI. 15 AUG 1941

Committee's Minute + Lmb. 7-41 + N.O. 7-41

Assigned

Is a Certificate required? If so, to be sent to



12. *Plates*

11 - 2 - 45
London

"AUDACITY"

11-25P1 11.25 P. forward. P.
25P1 11.25 P. wheelhouse

transp
spintool
R - 14P1
kit nos 2 Pairs, 3 t.t.

P82
S142
HAPP

221

11081

salvo

Lay sheet metal

8E-Y 3M10X
PE.8.C.8
130H-P.2T

PE.C.1A0010X
8E.Y 5M.H.122

.2T 12M

Deck is moderately prepared

11-25P1 11.25 P. forward. P. wheelhouse
25P1 11.25 P. wheelhouse

transp
spintool
R - 14P1
kit nos 2 Pairs, 3 t.t.

11081

Rebent the transp pit. & 14P1 wheelhouse ready, fitting in a short time

"SS AUDACITY"

M.I. repairs:- HP & IP. piston rods skinned up and new neck and gland bushes fitted. Bilge and feed pump plungers machined, new neck and gland bushes fitted.

Thrust collars reinstalled to suit new thrust shaft.

Marks on new shafts.

off

eye

off

eye

self cut

Screw Shaft.

LLOYD'S

5430 off
24-6-41 out

J.F.N. 23-7-41.

Thrust shaft.

LLOYD'S

4488 off
EMS/14-6-41.

W/FEC

J. Atticolas.

has fitted a new bush of the shaft, bearing and marks made before fitting - was able to fit sleeve with 2 small pins since fitting took in 4 hours. bearing was

fitting helped by herself and her

members, esp. Mr. G. who has been working with them all day and night, and quite fit. Also, woodturner arrived - he made a sleeve and quite full of skill. He has a machine and will have no trouble in making a new one. (059). All 081 at 14P1 under pressure of work, which has been a long time now, but very well done. I am grateful for your kind help.

inwards has a delicate air hole, which is a picture of a boat as it is well known (14P1 wheelhouse), 14P1 3M10X John will start this house as soon as possible. J. 14P1 2T

Atticolas *redundant*

© 2019



Lloyd's Register
Foundation