

Date of writing Report 25<sup>th</sup> April 1932. When handed in at Local Office 26<sup>th</sup> April 1932. Port of BRISTOL

No. in Reg. Book Survey held at AVONMOUTH

(Received at London Office 26 APR 1932)

On the machinery of the ESSEX ABBEY (No. of Visits 4.)

Tonnage { Gross 4331  
Net 2799 Vessel built at Dumbarton By whom A McMillan & Son When 1907-2

Nominal Horse Power { 410 Engines made at Greenock By whom Rankin & Blackmore When 1907-2

No. of Main Boilers 250 Boilers, when made (Main) 1907 (Donkey) 1907

No. of Main Boilers	2	Owners <i>Essex Line, Ltd.</i>	Owners' Address	(Donkey)	1907.
No. of Donkey Boilers	1	Managers <i>Meldrum &amp; Swinson.</i>	(if not already recorded in Appendix to Register Book.)		
Steam Pressure in Main Boilers	180.	As Surveyed Afloat or in Dock	Port <i>London.</i>	Voyage	
in Donkey Boilers	100.	(State name of Dock.)	<i>Accommodation.</i>	Particulars of Classification (which must be entered in the margin)	

Last Report No. 30794 Port Sld		precisely as in Register Book & Supplements).	
Particulars of Examination and Repairs (if any) Part B5		CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned expired.
Periodical Surveys, when held, must be reported in detail and variation in the cause of Reclassification and		* 100 A1	Machinery and Boiler Surveys (including date of N.B., if any)
			* 1 MC-102

account of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on  
 besides being detailed in the body of the report, should be separated from Repairs due to other causes; and  
 dates and initials of any letters respecting this case. *H. 19.4.52*  
 a 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? *✓*

Is 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? Yes  
 Do. " Donkey " " " No  
 If this was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

By 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?

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

the Surveyor examine the Safety Valves of Donkey Boiler? *No*

To what pressure were they afterwards adjusted under steam? *180 lbs.*

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *No*

To what pressure were they afterwards adjusted under steam? *Not a gauge*

the Surveyor examine the drain plugs of the Main Boilers? *No*, and of the Donkey Boilers? *No*

the Surveyor examine all the mountings of the Main Boilers? *Yes* , and of the Donkey Boiler? *No*  
 screw shaft now been drawn and examined? *No* Is it fitted with continuous liner? ☒ Is an approved appliance fitted at the after end of  
 shaft now been changed? ☒ If so, state reasons ☒ the shaft to permit of it being efficiently lubricated?

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? ☒

the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ☒

Survey is not complete, state what arrangements have been made for its completion ☒

The Dockley boiler to be examined in its entirety & its safety valve to be adjusted under steam. It is understood however that the boiler is not being used.

done. Main border exam<sup>n</sup>. internally, externally, dors. & ventrally  
found a max. efficient. All funnels are more or less deformed -  
all the comb. of the

number of heavy stays welded around the ends & several cracks in the tanks welded up. Port boiler tested under high water pressure N. 1/2 full & found tight.

ral Observations, Opinion, and Recommendation:— *The machinery of this vessel*  
 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, or L.M.C. 9,11,  
 140 lb., F.D., &c.)  
*as a now sum is in*

to remain as classed & to have runs of B.S. 4-72 when the survey is completed

(per Section 29)..... £4 : 0 : 0 Fees applied for  
Damage or Repair Fee (if any)..... £ : : 25<sup>th</sup> Apr 19 32  
(per Section 29.)  
expenses (if chargeable)..... £ : 2 Received by me, John L. Gwynne  
27<sup>th</sup> Apr 32

Committee's Minute  
 ed  
 TUE. 10 MAY 1932  
 14.32  
 WED. 9 AUG 1932  
 Deferred  
 Under Order  
 Lloyd's Register of Shipping  
 Lloyd's Register Foundation

104732



To be broken up  
FRI. 13 APR 1934  
White Lakon Shl  
"Sal (Lafay)  
"dlay" B. +

WY

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.