

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

(Received at London Office)

JUL 31 1940

Date of writing Report 26<sup>th</sup> July 1940 When handed in at Local Office 27 JUL 1940 Port of LIVERPOOL  
 No. in Reg. Book 69073 Survey held at Liverpool Date, First Survey 16 July Last Survey 20<sup>th</sup> July 1940  
 on the Machinery of the Wood, Iron or Steel Mini. L. "Accra" (No. of Visits 3)

Tonnage } Gross 9337 Vessel built at Belfast By whom Harland & Wolff Ltd. When 1926 P.  
 Net 5471 Engines made at Belfast By whom Harland & Wolff Ltd. When 1926  
 Nominal Horse Power 1651 Boilers, when made (Main) (Donkey) 1926  
 No. of Main Boilers 1 Owners Eden Munster Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Managers (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 100lb Port Liverpool Voyage   
 in Donkey Boilers 100lb If Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Report No. 114202 Port Liv

Particulars of Examination and Repairs (if any) P. C.

(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?

Did the Surveyor personally go inside each Donkey 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 19<sup>th</sup> July Present condition of funnel(s) Good

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? 100lb.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers? Yes

Has screw shaft now been drawn and examined? No 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? Yes

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? Yes

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? Yes

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 Part C. (See Lm Letter 28.5.40)

Examined Port No 2 M S Cylinder piston lines & cover.  
 Examined Star No 2 M S Cylinder piston lines & cover.

Examined the Donkey boiler externally & internally together with its mountings and adjusted its safety valves under steam as stated above.

## General Observations, Opinion, and Recommendation:—

(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, E.S. 9.11, E.M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

CS 2.24, The machinery of this vessel is in safe working condition and eligible in my opinion to remain as classed with fresh record of DBS. 7. 40 and CS with date on completion.

Survey Fee (per Section 29) £ 1 : 0 : 0 Fees applied for 29 JUL 1940  
 Special Damage or Repair Fee (if any) £ 2.00 : 0 : 0 Received by me, A. D. Alcock  
 Travelling expenses (if chargeable) £ : : 19

Committee's Minute LIVERPOOL 30 JUL 1940

Assigned As above  
D.B.S. 4. 40.

A. D. Alcock  
Engineer Surveyor to Lloyd's Register of Shipping.



W324-0003

Has a Survey also been held on ship? If so, is the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book

Noted  
Kus  
6.8.40

DA 2.4.40  
D  
M  
D

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