

WRECK SURVEY REPORT

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

Date of writing Report	When handed in at Local Office	Port of Liverpool
No. in Reg. Book.	Survey held at Liverpool	Date, First Survey 12.7.39 Last Survey 13.7.1939
21842	on the Machinery of the Wood, Iron & Steel Tug Sc. CARINTHIA	(No. of Visits) 2
Gross Tonnage 20277	Vessel built at Barrow	Year Month When 1925-18
Net 11971	Engines made at — do —	When — do —
Nominal Horse Power 2437	Boilers, when made (Main) 1925 (Donkey)	
No. of Main Boilers 3038	Owners Cunard White Star Ltd	Port Liverpool Voyage
No. of Donkey Boilers	Managers ✓	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers 220	If Surveyed Afloat or in Dry Dock (State name of Dock) Hussey on	CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.
in Donkey Boilers		Year month now extant.

Last Report No. 111420 Port

Particulars of Examination and Repairs (if any) Machinery

(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?

" " Donkey "

" " "

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B. if any).
+ 100% Shear	T.L.M.C. 137
Oil with footboard	TLOYD'S P.M.C.
1.39	139
S.S.Liv N° 3. 1.38	RS 139
	TS(CC) P.R.S 1.39

Lites for oil fuel 8.25
F.P. above 150°F.

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 funnels. (✓) 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?

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 its 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 its being efficiently lubricated?

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?

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. To complete the survey the auxiliary steam pipes (except those stated below) require to be tested. The Owners' Superintendent stated that the survey would be completed at an early date.

The following steam pipes listed by hydrostatic pressure to twice the working pressure in conjunction with the B.O.T. survey or.

all main steam pipes

all Turbo direct steam pipes

auxiliary cross connecting pipe between turbo generators.

Cross connection pipe between auxiliary steam & direct turbo steam.

General Observations, Opinion, and Recommendations. 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. O.II, B.W.B. O.II, T.L.M.C. O.II, or T.L.M.C. 140 lb. F.D., etc.)

CS 8.34.

for as now seen is in good & efficient condition & eligible in my opinion to remain as now classed without fresh record of Survey.

Survey Fee (per Section 29) £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : 19

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

19

19

W. H. Waggett

Engineer Surveyor onto Lloyd's Register of Shipping

Committee's Minute

LIVERPOOL 18 JUN 1939

Assigned

As now

188211

had been

8-2291

-25-

"P.M. 51

"AINTHIA (CARINA)

b) intact

-a-

had been

L4812

worn

-a-

2291

b) well dried worn

intact

worn

PP206

PP911

PE42

2292

-

2293

-

2294

P.E. 3. M. 51

2295

2296

2297

steel 177001 +

mother of the 2d

P.E. 1

229 2d 229.8.00 22922

P.E. 1. 229.229.22

229 and 20 of 229

7.0.01 229.22

had

intact

worn at shell end of
shell at one end (shell ends well square) edge with pointed
teeth at second point at left shell ends indicated general all
and I suspect everybody at which edge with general if
so point T.O.B. it had sharpness in second point at

edge well worn
indicated about tenth edge with teeth other end
well worn & with pointed ends of other end
as teeth with general all
not in digits & outside no surface & top in as well was as soft
pointed well less than overall was as worn at wings

Noted

June 20. 1939
Bags with it

worn