

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

JAN 20 1941

(Received at London Office)

Date of writing Report 17th Jan 1941, When handed in at Local Office 18th Jan 1941. Port of **CARDIFF**

No. in Reg. Book. Survey held at **Cardiff** Date, First Survey 23/12/40 Last Survey 10th Jan 1941 (No. of Visits 3)

1627 on the Machinery of the **Wood, Iron or Steel** & "**CANFORD CHINE**"

Tonnage { Gross 3364 Net 2094 Vessel built at **Stockton** By whom **Richardson Duck & Co.** When 1917-12

Nominal Horse Power { 308 Engines made at **d** By whom **Blair & Co. L.** When 1917

No. of Main Boilers 288 Owners **China Shipping & S.** Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 180 Managers **Port Swansea** Voyage

Steam Pressure in Main Boilers 180 **Surveyed** in Dry Dock **Burn D.D.** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) **Damage T.S.**

Periodical Surveys, when held, must be reported in detail and scrutiny 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 **Not required**

Was a damage report made by anyone else? If so, by whom? **Salvage Association**

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **No**

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? **No**

If this was not done, state for what reasons? **B.S. compliance (Cardiff Rept. N. 53712)**

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) **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? **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? **-**

Has shaft now been changed? **No** 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? **-**

State date of examination of Screw Shaft: **28/12/40** State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft **1/16"**

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**

More done :- In Damage, stated due to propeller striking buoy while on voyage Port Talbot to Cardiff, on 28th November 1940. Vessel damaged, propeller, screw shaft, stern bush and outside fastenings of sea connections examined. Propeller found with leading edges of two blades broken. New cast iron propeller now fitted.

Cardiff Rept N 53712 :- It was not possible to remove the two stay tubes in Star. Boiler at this time.

General Observations, Opinion, and Recommendation:— **The Machinery of this vessel, (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, B.S. 9,11, B.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)**

as now seen, is in safe working condition and slight in my opinion to remain as cleared, with fresh record of total ship seen. CL 12.40, Two stay tubes in centre box of Star. Boiler to be removed.

Survey Fee (per Section 29) £ : : Fees applied for 18 Jan 1941
Special Damage or Repair Fee (if any) **Damage £ 2 : 2 : 0** Received by me, 19
Travelling expenses (if chargeable) £ : :

Committee's Minute **THE 28 JAN 1941**
Assigned **Deferred**

Engineer Surveyor to Lloyd's Register of Shipping.



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

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

W12-0120

Damage due to striking buoy
Propeller damaged - Now renewed
Fastenings examined

It is submitted that
this vessel is eligible to
remain as **CLASSED**. Subject
to two stopped stay bolts
in starboard bulk being
renewed.

Yours
24.1.41

S.S. No 1 due 9.40

S. 12.40
Note Examination
of Sea Connection



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