

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

Date of writing Report 10 When handed in at Local Office 10 Port of Liverpool
 No. in Survey held at Liverpool Date, First Survey 12.7.39 Last Survey 13.7.1939
 Reg. Book 21842 on the Machinery of the Wood, Iron or Steel TWN SC CARINTHIA (No. of Visits 2)
 Tonnage Gross 202.77 Vessel built at Barrow By whom Hickins & Co. When 1925-8
 Net 119.41 Engines made at — do — By whom — do — When — do —
 Nominal Horse Power 2437 Boilers, when made (Main) 1925 (Donkey)
 No. of Main Boilers 30+38 Owners Cunard White Star Owners' Address Liverpool Voyage —
 No. of Donkey Boilers 220 Managers Hughes & Co. If surveyed Afloat or in Dry Dock —
 Steam Pressure in Main Boilers 220 (State name of Dock.)
 In Donkey Boilers —

Last Report No. 111450 Port LiverpoolParticulars 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 " " " " ✓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 —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 it 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 it 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 tested by hydraulic pressure to twice the working pressure in conjunction with the B.O.T. surveyor.

all main steam pipesall Turbo direct steam pipesauxiliary cross connecting pipe between turbo generators.cross connection pipe between auxiliary steam & direct turbo steam.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, &c.; thus, for example, B.S. O.II, S.M.S. O.II, L.M.C. O.II, or L.M.C. 140 lb., F.D., &c.)

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 19
 Special Damage or Repair Fee (if any) £ : :
 (per Section 29.)
 Travelling expenses (if chargeable) £ : :
 Committee's Minute As now
 Assigned As now

H. H. Waggott
 Engineer Surveyor to Lloyd's Register of Shipping.

LIVERPOOL 18 JUL 1939



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Lloyd's Register Foundation

Noted

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