

Rpt. 9

Date of writing report 18th July, 1959.

Received London

Port CARDIFF

No. 60899

Survey held at CARDIFF

No. of visits 5

First date 14th July

Last date 17th July, 1959.

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 03467 Name S.S. "BARON CAWDOR" Gross tons 3721 Date of build 1 - 1935  
Owners Horgarth Shipping Co. Ltd. Managers H. Horgarth & Sons Ltd. Port of Registry Ardrossan  
Engines made 1935 By D. & W. Henderson & Co., Ltd., Glasgow. Type T 3Cy.  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 2 SB W.P. 220 lb.  
No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock Dry Dock.  
Nature of Survey MBS. (Part).  
Was Damage Report issued? No Int. Cert.? Yes  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS*	MBS*
5-58	1-56
S.S. Gls (Dr) 1-56	M 8-58
	CL 5-58
	SPS 10-55

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING PropellerX Good Wear Down of Stern Bushes 1/16" Oil Glands - Sea Connections Good  
Fastenings Good Has Screwshaft Tubeshaft been drawn? No Date of Examination - Has Shaft been changed? -  
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods  
2 Valves & Gears  
3 Connecting Rods, Top Ends & Guides { Side  
Centre  
4 Crankpins & Bearings { Side  
Centre  
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods  
7 Connecting Rods & Top Ends  
8 Crankpins & Bearings  
9 Journals & Bearings  
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods  
12 Connecting Rods & Top Ends  
13 Crankpins & Bearings  
14 Journals & Bearings  
15 Levers

16 SCAVENGE BLOWERS  
17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS This vessel's machinery, as far as now seen, is in good condition and is eligible in my opinion to remain as classed with fresh record of MBS 7-59 when the survey has been completed, subject as previously recommended.

Date of Committee WEDNESDAY 12 AUG 1959

Decision

As above, subject



32 Essential Independent Pumps (Identify by position).....  
.....  
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....  
.....  
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....  
.....  
35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....  
38 Independent Air Compressors, Coolers & Safety Devices.....  
39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....  
41 Oil Fuel Tanks (Not forming part of hull structure).....  
42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....  
44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....  
.....  
.....

		ELECTRICAL EQUIPMENT	
PROPULSION		PORT	STARBOARD
a Generators			
b Exciters			
c Air Coolers			
d Motors			
e Air Coolers			
f Control Gear, Cables, etc.			
g Insulation Resistance			
h Insulating Oil Test			
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			
		AUXILIARY EQUIPMENT	
		l Generators & Governors	
		m Motors	
		n Switchboards & Fittings	
		o Circuit Breakers	
		p Cables	
		q Insulation Resistance	
		r Steering Gear Generators and Motors	
		s Navigation Light Indicators	

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Port 15.7.59. Good AUXILIARY, DONKEY or PRESS.....  
.....  
Superheaters.....  
Safety Valves Port - Good  
Mountings, Doors & Fastenings Port - Good  
Safety Valves Adjusted to { Sat. Port 220 lbs/sq.in.  
Spt.  
Boiler Securing Arrangements Port - Good  
Main Economisers Exhaust Gas Heated Economisers  
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to  
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps  
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)  
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

To complete the MBS, the starboard boiler in its entirety remains to be examined and its safety valves to be adjusted under steam. It was stated that the survey will be completed on the vessel's return to the United Kingdom on completion of the present voyage, (Takoradi/Burntisland)

Repairs.

A few plain tubes expanded and stay tubes caulked in port boilers.  
Ballast injection valve chest and bilge direct suction valve chest renewed due to wastage.

SRL. Main condenser shell at top forward end examined and remains efficient meantime. It is recommended that this be dealt with at the next Special Survey.

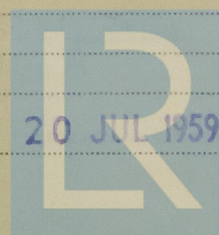
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Survey fees Part MBS. £8. 0. 0.

Repairs Damage fee £3. 3. 0.

Expenses...

Date when A/c rendered



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