

RETAIN

WRECK
SECTION

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SECTION

21 JUN. 1962

147437

Rpt. 9

Date of writing report

Survey held at

Received London

No. of visits

Port LONDON

First date 31-5-62

Last date 12-6-62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 05765 S.S. "CANTON" Gross tons 16033 Date of build 9-1938.
Owners P. & O. Steam Nav. Co. Ltd., Managers Port of Registry LONDON
Engines made 1938 By A. Stephen & Sons Ltd., Glasgow. Type 6 Stm. Turbs. SR geared to 2 Sc. Shafts.
No. of Main Engines 2 No. of Screws 2
No. of Main Boilers 4 W.T.B. W.P. 465 lbs/sq. in. Spt. 435 lbs/sq. in.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Completion of MBS & Safety valve repairs
Was Damage Report issued? No. Int. Cert. Yes.
Last Report (For Head Office only) 14685

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/plus 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 Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft/Tubeshaft been drawn? 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 The machinery of this vessel as now seen is in good order and eligible in our opinion to remain as classed and to have fresh record of M.B.S. 9.61 now, as previously recommended, subject to any outstanding Conditions of Class being dealt with as previously recommended.

Date of Committee

Decision

20m, 10.61 T. (MADE AND PRINTED IN ENGLAND)

MONDAY - 2 JUL 1962

As now, subject MBS 9.61

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

G.C.J. MOFFATT & E.L. GREEN

Foundation

003333-003340-0145

- 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).....

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

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

MAIN Port Aft - 4-6-62 - Good.

AUXILIARY, DONKEY or PRESS

Superheaters Port Aft - Good.

Safety Valves Port Aft - Good.

Mountings, Doors & Fastenings Port Aft - Good.

Safety Valves Adjusted to { Sat. Port Aft - 465 lbs/sq.in.
Spt. Port Aft & Starbd. Forward 435 lbs/sq.in.

Boiler Securing Arrangements Port Aft - 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? Yes.

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Efficient.

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)

MBS. For commencement of this survey see London Reports Nos. 145694, 146258 and 146851. Starboard forward boiler. The joint of the starboard forward boiler superheat safety valve chest failed in service. The boiler was now seen under steam after the joint had been remade and the safety valves re-adjusted as above.

Survey fees MBS £15. - 0 - 0

Repair 3. - 0 - 0

Damage fee ...

Expenses... 16 - 0

Date when A/c rendered 19 JUN 1962

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