

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

31 OCT 1951

(Received at London Office 31 OCT 1951)

Date of writing Report 19... When handed in at Local Office 31 OCT 1951 19... Port of London

No. in Book. Survey held at London Date. First Survey 4 Last Survey 18-10-1951 (No. of Visits)

4076 on the Machinery of the Wood, Iron or Steel T.S.S. "Haden Castle"

Gross 7440 Vessel built at Belfast By whom Harland & Wolff Ltd When 1951. 10  
Net Engines made at Belfast By whom Harland & Wolff Ltd When 1951  
Boilers, when made (Main) 1951 (Donkey) 1951  
Owners. Union Castle Mail Co. Ltd. Owners' Address.  
Managers. Port Voyage

of Main Boilers 3 x 78641  
of Donkey Boilers 2  
Main Pressure—  
Main Boilers  
Donkey Boilers

Report No. Port  
Particulars of Examination and Repairs (if any) Completion of building.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 contents of any letters respecting this case.

Where 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.

Has a damage report made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler? Present condition of funnel(s)?

Has the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

Now Done:- The following pipes now installed & examined found satisfactory

- (1) Air pipe from Diesel purged oil tank
- (2) Air pipe from Diesel unpurged oil tank
- (3) Air pipe from purged drain tank.
- (4) Sediment suction (boiler room port forward).
- (5) Pipe access holes N° 47A NT bulkhead below tunnel flat level now made water tight.

## General Observations, Opinion, and Recommendation:—

(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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

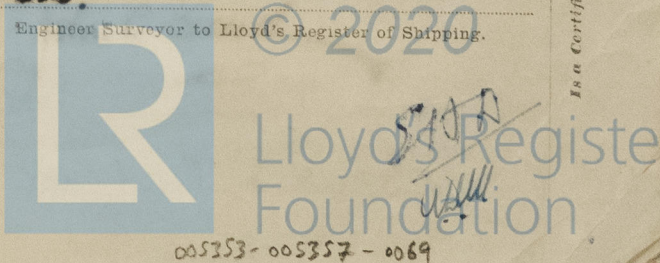
The machinery of this vessel so far as now seen is in good condition & in my opinion eligible to be classed + 100A1 with foreboard, date of build 10.51, + LMC 10.51 5 CL; 3NTB 5.05 1/2 in (5.48 x 1/2 in); 2.7B 100 lbs; fitted for oil fuel 10.51 + P above 120°C. as previously recommended.

Fee (per Section 23) £ Fees applied for 19...  
Damage or Repair Fee (if any) £ Received by me, 19...  
Other expenses (if chargeable) £

Witness's Minute TUES. 4 DEC 1951

See minute on Bel F.E. 2/1 15883

No. of Visits



005353-005357-0069