

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

Date of writing Report..... 23-12-49. When handed in at Local Office..... 23-12-49. Port of MILFORD HAVEN.
 No. in Survey held at PEMBROKE DOCK, & MILFORD HAVEN. Date. First Survey 22-10-49. Last Survey 7-12-49.
 No. in Reg. Book. 06569 on the Machinery of the XXXXXX Steel Steamer "CYDONIA" (No. of Visits 2)

Gross Tonnage 3595 Vessel built at SUNDERLAND. By whom J. BLUMER & CO. LTD. Year. Month. 1927. 1.
 Net Tonnage 2161 Engines made at SUNDERLAND. By whom J. DICKINSON & SON LTD When 1927.
 Nominal Horse Power 301 Boilers, when made (Main) 1927. (Donkey) -
 No. of Main Boilers 2 S Owners STAG LINE LTD. Owners' Address -
 No. of Donkey Boilers - Managers J. ROBINSON & SONS. (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lbs. Port NORTH SHIELDS. Voyage -
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock BOTH. HAYES' DRY DOCK. (State name of Dock.)

Previous Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) DAMAGE.

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.....

Where 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 Offered - not accepted.

Was a damage report made by anyone else? If so, by whom? War Risk Underwriters' Representative.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? _____
 " " Donkey " " " " _____

What parts of the Boilers could not be thus thoroughly examined? _____
 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? _____

What is the latest date of internal examination of each Boiler? _____
 Did the Surveyor examine the Safety Valves of the Main Boilers? _____ To what pressure were they afterwards adjusted under steam? _____
 Did the Surveyor examine the Safety Valves of the Donkey Boilers? _____ 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 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 screw bush _____
 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.

At the request of Owners attended on board in company with Mr. Dale, Owners' Superintendent and also Mr. Law of Messrs. Ferguson & Law, representing War Risk Underwriters to ascertain nature and extent of damage stated to have been sustained in consequence of the vessel making contact with a mine in Cardigan Bay on the 21st October, 1949. Vessel was on passage from Wokingham to Cardiff, vessel left Wokingham approx. noon on the 20th October, 1949. After striking mine the vessel was towed to Milford Haven by the Tug "ENGLISHMAN" and arrived approx. 2.00 p.m. on the 22nd October, 1949. For further particulars please see log book.

DAMAGE FOUND.

- Main engine bed plate fractured at MP crank pit.
- HP and MP front columns fractured.
- MP and LP back columns fractured.

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, E&MS 9.11, LMC 9.11 or LMC 140 lb., VD, &c.)
The above for the information of the Committee.

Fee (per Section 29)..... Dge. £ 2 : 2 : . Fees applied for 23-12-49.
 Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, _____
 Printing expenses (if chargeable) £ : 6 : 6 _____

FRI. 20 JAN 1950

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.



W1022-0058

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

MP and HP back cylinder feet fractured.

Main condenser smashed.

Auxiliary condenser smashed.

Evaporater damaged beyond repair.

Ballast tanks smashed.

Two Weir pumps and one general service pump badly damaged.

Two generators Badly damaged.

In view of the extent of damage to machinery, it has all been placed on the quay as scrap.

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At the request of Owners attended on board in company with Mr. J. H. ...
Superintendent and also Mr. J. W. ...
Risk Underwriters to ascertain nature and extent of damage ...
sustained in consequence of the vessel making contact with ...
day on the 21st October, 1943. Vessel was on passage from ...
vessel left ...
while the vessel was towed to Milford Haven by ...
approx. 8.00 p.m. on the 22nd October, 1943. For further particulars ...
log book.
DAMAGE FOUND.
Main engine bed plate fractured at ...
IP and HP front cylinder fractured.
IP and HP back cylinder fractured.

The above for the information of the Committee.