Rpt. 9.

No. 24199

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

(Received at London Office 28 JUN 1950)

Date of writing Report 24. 6. 1950 When handed in at Local Office 27 JUN 1950 19 Port of GRIMSBY.

No. in Reg. Book. 06571 Survey held at IMMINGHAM. Date. First Survey and Last Survey 20. 4. 1950. (No. of Visits One.)

on the Machinery of the ~~Wood~~ Steel S/S. "CYGNET"

Tonnage { Gross 3726 / Net 2329
Nominal Horse Power 540 MN
No. of Main Boilers 2 SB
No. of Donkey Boilers -
Steam Pressure— in Main Boilers 180 lbs.
in Donkey Boilers -

Vessel built at Stockton By whom Craig, Taylor & Co.,Ld. When Year. 1911 Month. 3
Engines made at Sunderland By whom N.E.Marine Eng.Co.Ld. When 1911
Boilers, when made (Main) 1911 (Donkey) -
Owners Cia. Naviera Punta Arenas S.A. Owners' Address - (if not already recorded in Appendix to Register Book.)
Managers - Port Panama Voyage River Tyne (in tow.)
If Surveyed ~~in~~ in Dry Dock Humber Graving Dock. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) DAMAGE.

Periodical Surveys, when held, must be reported in detail and seriatim 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.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✠100A1		✠LMC 1,49.
12,48.		
		TS(CL)10,48.
s.s.St.J.3rd.No.3		
-8,44.		
s.s.Pir.-1,49.		
Cargo battens not fitted.		

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 Copy of Damage Report attached.

Was a damage report made by anyone else? If so, by whom? Yes. Underwriter Surveyor.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

" " Donkey " " " -

If not, state for what reasons Not prepared. 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? -

State latest date of internal examination of each boiler - Present condition of funnel(s) -

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? No. Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush - Is electric light and/or power fitted? - If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

Engine parts, when referred to by numbers, should be counted from forward.

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

Damage stated to have been sustained through mine explosion near Terschelling Light vessel on 13th March, 1950, when vessel was on a loaded passage from Emden to Ardrossan.

NOW DONE: Vessel placed in drydock. A preliminary examination was carried out to ascertain the nature and extent of damaged sustained. For further particulars please see copy of Damage Report attached to Rpt.8.
The vessel has now been towed away from Immingham to the River Tyne where it is stated the vessel will be broken up.

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.) CS 3,34,

Submitted for the information of the Committee.

Survey Fee (per Section 29) £ - : - : -
Special Damage or Repair Fee (if any) (per Section 29.) £ - : - : -
Travelling expenses (if chargeable) £ - : - : -

Fees applied for 19 —
Received by me, 19 —

G.B.Rees
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 15 SEP 1950

Assigned

Is a Certificate required? If so, to be sent to

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

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