

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 21 MAY 1929)

Date of writing Report 15-5-29 When handed in at Local Office 15-5-29 Port of Middlesbrough

No. in Reg. Book. Survey held at South Bank on Tees Date, First Survey 10-5-29 Last Survey 14-5-1929 66937 on the Machinery of the Wood, Iron or Steel Tain Se. "CARDIGANSHIRE" (No. of Visits 3)

Tonnage { Gross 9426 Net 5998 Vessel built at Belfast By whom Workman Clark & Co When 1913-11
Engines made at do By whom do When 1913
Nominal Horse Power { 977 Boilers, when made (Main) 1913 (Donkey) ✓
No. of Main Boilers 203 Owners Royal Mail Steam Packet Co Owners' Address (if not already recorded in Appendix to Register Book).
No. of Donkey Boilers ✓ Managers Port Belfast Voyage ✓
Steam Pressure in Main Boilers 200 lb If Surveyed Afloat or in Dry Dock Smiths Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers ✓

Last Report No. Port

Particulars of Examination and Repairs (if any) Locking & T.S.

(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.

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? ✓

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

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

Do. " Donkey " " " " ✓

If this was not done, state for what reasons? Not done for survey

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? P 3/16" S 3/16"

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

Damage stated to have been caused by loss of port propeller blade on 27th March 1929 during voyage from Far East to U. Kingdom.

For particulars see log books & Port Said Rpt No 1831.

Now done. The propellers, stern bushes, & fastenings of sea connections examined & found in good order. The screwshafts (cl) examined & found in good condition.

Note: This vessel has been sold to Messrs South Georgia Co. Ltd. Chr. Salvesen & Co. of Leith as managers.

General Observations, Opinion, and Recommendation:— Mr Stirling, acting for (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, B.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.) Messrs Salvesen & Co. of Leith state that this vessel is being converted to a Whale Oil Factory & will be withdrawn from Classification in the Society's Register Book. Forwarded for the information of the Committee.

Survey Fee (per Section 28) £ 19 Fees applied for
Special Damage or Repair Fee (if any) (per Section 28.) £ Received by me, 19
Traveling Expenses (if chargeable) £

Committee's Minute TUE. 4 JUN 1929
Assigned See minute on here report. (mds. 13695)

Subod 2020
Engineer Surveyor to Lloyd's Register of Shipping.



W1101-0117

THIS MARGIN. NOT TO WRITE ACROSS. RESERVED FOR SOCIETY'S MECHANICAL TESTS

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

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

Port propeller specially examined

N.B. This Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Docking.

Vessel stated to be sold and
to be with drawn from Class see
Endorsement on Ship Report.

It is submitted that
this vessel is eligible to
remain as CLASSED, without
Spl Condition.

W. S. P. 29

[Faint handwritten notes and signatures in the main body of the report, including names like 'W. S. P. 29' and 'W. S. P. 29'.]

RETAIN

RETAIN

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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