

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

16 JUN 1941

(Received at London Office)

17 JUN 1941

Port of

HULL

Date of writing Report

When handed in at Local Office

Date

No. in  
Reg. Book.

Survey held at

Hull

Date First Survey

"CARSBRECK"

Last Survey

(No. of Visits 27)

71814 on the Machinery of the Wood, Iron or Steel

Tonnage Gross 3670  
Net 2254

Vessel built at

Glasgow

By whom

Ayrshire Dockyard Co. Ltd.

When 1936-9

Engines made at

Glasgow

By whom

D. Rowan &amp; Co. Ltd.

When 1936

Nominal Horse Power 346

Boilers, when made (Main)

1936

(Donkey) 1936

No. of Main Boilers 250

Owners Cardlegie S. S. Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1

Managers

Honeyman &amp; Co.

Port Glasgow

Voyage

Steam Pressure in Main Boilers 200 lb

Surveyed Afloat or in Dry Dock Alexandra Dock and

(State name of Dock.)

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

CHARACTER	Year assigned	Machine and Boiler
For Special Survey		
Date of last Survey and of Periodical Surveys.		
4, 40		2 MC 9, 36
		TS(a) 3, 39.

Last Report No.

Port

Particulars of Examination and Repairs (if any)

Damage Repairs LMC TS(a)

(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

Yes, not yet

in Hull &amp; W.

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?

" " " " " "

If this was not done, state for what reasons

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?

State latest date of internal examination of each boiler

Main 19.3.41

Donkey 17.4.41

Present condition of funnel(s)

Good

Did the Surveyor examine the Safety Valves of the Main Boiler?

Yes

To what pressure were they afterwards adjusted under steam?

200 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Yes

To what pressure were they afterwards adjusted under steam?

100 lb

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

Yes

, and of the Donkey Boilers?

Yes

Did the Surveyor examine the drain plugs of the Main Boilers?

None

, and of the Donkey Boilers?

None

Did the Surveyor examine all the mountings of the Main Boilers?

Yes

, and of the Donkey Boilers?

Yes

Has the 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?

✓

Has shaft now been changed?

No

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 date of examination of Screw Shaft

17.3.41

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

1/8"

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Yes

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

Yes

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

Complete

Noted

On account of damage, stated to have been caused by enemy action in the North Atlantic on 17<sup>th</sup> October 1940 whilst on a voyage from Nova Scotia to Grimsby, (see G.L. rpt. nos. 63283 & 63187), vessel placed in drydock. Examined propeller, screwshaft (ex), stambush, sea connections and fastenings. Examined main engine cylinders, pistons, valves, crankshaft, thrust & intermediate shafts, Condenser (tested), main and auxiliary pumps, pumping arrangements, dynamos, engine, Switchboard & circuits, steam pipes and fuel pipes. Particular care taken to look for fractures in all castings. Examined boilers internally, externally with all mountings, doors & fastenings. Examined boiler under steam and adjusted safety valves as above. Machinery tried under working conditions and found satisfactory.

P.T.O.

General Observations, Opinion, and Recommendation:—Eligible to remain as classed

(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.S.M.S. 9,11, & L.M.C. 9,11, or

R.M.C. 140 lb., F.D., &amp;c.)

with fresh record of \*LMC 6,41 and TS(a) from 3.41

Survey Fee (per Section 29) LMC £ 120 : 0

Special Damage or Repair Fee (if any) (per Section 29.) £ 12 : 12 : 0

Travelling expenses (if chargeable) £ :

Fees applied for

16 JUN 1941

Received by me,

19.

Committee's Minute

Assigned

FRI. 4 JUL 1941

+dmb 6.41

Without

CERTIFICATE WRITER

W. J. Shields

Engineer Surveyor to Lloyd's Register of Shipping.



© 2020

Lloyd's Register Foundation

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

WH26-0093



S.S. "CARSBRECK"

Damage Repairs :-

Steam pipes above 3.711 base to essential services and feed pipes removed ashore and "tested" +1817

a number of plain tubes in boiler renewed.

Superheat elements removed ashore and repaired or renewed as required.

Steering engine pinion and spur wheel renewed.

guide plate renewed (fractured) and column removed ashore and guide face machined.

General service pump water pump liner renewed.

\* LMC.

Owners' representative requested that this examination be accepted for fresh record of \* LMC and this request in my opinion merits the favourable consideration of the Committee.

W. S. Shields.

On account of damage, it has been recommended that the vessel be taken to a repair yard for repairs. The vessel is a cargo ship and is in a poor state of repair. The main engine, boiler, and other essential parts are in a state of disrepair. It is recommended that the vessel be taken to a repair yard for repairs. The vessel is a cargo ship and is in a poor state of repair. The main engine, boiler, and other essential parts are in a state of disrepair. It is recommended that the vessel be taken to a repair yard for repairs.

Signed by the Committee

With fresh record of \* LMC p. 141 and 150 (a) from

W. S. Shields

LMC  
1500  
1510

