

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

(Received at London Office

CARDIFF

27 APR 1942

Date of writing Report 20<sup>th</sup> April 1942 When handed in at Local Office 20/4/1942 Port of Cardiff

No. in Reg. Book. Survey held at CARDIFF Date. First Survey 13 April Last Survey 18 April 1942 (No. of Visits 3)

S/063 on the Machinery of the Wood, Iron or Steel MV "RICHMOND CASTLE" Year. Month.

Tonnage Gross 1798 Vessel built at Belfast By whom Harland & Wolff Ltd. When 1939, 2.  
Net 4728 Engines made at do. By whom do. When 1939.

Nominal Horse Power 1643 Boilers, when made (Main) (Donkey) 1939.

No. of Main Boilers Owners Union Castle Mail S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers Managers Port London Voyage

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Queen's Dock Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

in Donkey Boilers 100

Last Report No. Port

Particulars of Examination and Repairs (if any) CS

(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?

" " Donkey " " " No

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. Present condition of funnel(s).

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 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 Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now fitted been previously used? Has it a continuous liner?

State date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Is electric light and/or power fitted

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?

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

Now Done: No. 4 & 7 Cylinders, piston, piston rings, cylinder heads & cylinder head valves examined.

Repairs: No. 4 & 7 main cranks replaced by spares owing to cracks having been found adjacent to the crank pin valve pockets and relief valve pockets respectively.

Other main repairs effected.

General Observations, Opinion, and Recommendation: The machinery of this vessel is

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

L.M.C. 140 lb., F.D., &c.)

CS 3, 34, for as seen in duplicate in my opinion to remain as now classified. Have

sent L.M.C. (CS) with data on completion of the survey

Survey Fee (per Section 29) £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : Received by me,

Travelling expenses (if chargeable) £ : : 19

Committee's Minute

Assigned

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



Of advanced

It is submitted that  
this vessel is eligible to  
remain as CL188D.

Sehaft-dae 242

*[Signature]*

13/5/42



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