

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

(Received at London Office CARDIFF 27 APR 1942)

Date of writing Report 20th April 1942 When handed in at Local Office 20/4/1942 Port of CARDIFF

No. in Reg. Book 51063 Survey held at CARDIFF Date. First Survey 13 April Last Survey 18 April 1942 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel MV "RICHMOND CASTLE" Year. Month. Tonnage Gross 7798 Net 4728 Vessel built at Belgium By whom Harland & Wolff Ltd. When 1939, 2. Engines made at do. By whom do. When 1939. Boilers, when made (Main) (Donkey) 1939. Owners Union Castle Mail S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) Port London Voyage Managers Managers of Surveyed Afloat or in Dry Dock Queen's Dock (State name of Dock.)

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 B.S.S. added

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? 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. 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 Continuous Survey

Now Done: No. 4 & 7 Cylinders, pistons, pistons, cylinder heads & cylinder heads valves examined.

Repairs: No. 4 & 7 main cranks replaced by spares owing to cracks having been found adjacent to starting valve procket and relief valve procket respectively. One main repair effected.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good order and the 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.&M.S. 9,11, L.M.C. 9,11, or CS 3,34.

For as seen in duplicate in my opinion to remain as now classified. Issue of L.M.C. (CS) will date on completion of the survey.

(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.&M.S. 9,11, L.M.C. 9,11, or CS 3,34.)

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute FRI. 13 MAY 1942

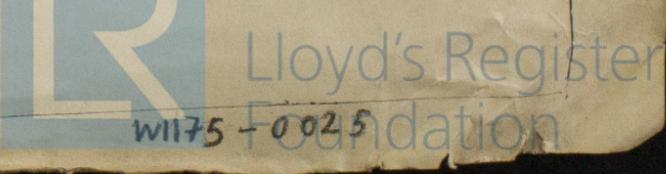
Assigned. As now

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned not expired.	Machinery and Boiler Surveys (including date of N.B., if any).
T100A1.11.41. Gal.		+L.M.C. 239. T.S.C.
Oil engine.		Oil Engines Continuous Survey

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

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

Engine Surveyor to Lloyd's Register of Shipping.



LICENCE CASE

W1175-0025

Of advanced

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

Sehaft no 242

DM
13/57-2



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