

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

(Received at London Office 31 JUL 1944)

Date of writing Report 27th. July 44. When handed in at Local Office 27th. July 44. Port of CARDIFF.
No. in Survey held at CARDIFF. Date. First Survey 29 June Last Survey 22 July 1944
Reg. Book. 19678 on the Machinery of the ~~Ward, Irons~~ Steel m.v. "ARTHUR TOWN".

Tonnage { Gross 527 Vessel built at Deest By whom N.V.Schw.Gebr.van der Werf When 1936 10
Net 263 Engines made at Mannheim By whom Mtrn.Werke Mannheim A.G. When 1936
Nominal 87 NHP Boilers, when made (Main) -- (Donkey) --
Horse Power }
No. of Main Boilers -- Owners Pinch & Simpson Owners' Address
No. of Donkey Boilers -- (if not already recorded in Appendix to Register Book.)
Steam Pressure -- Managers -- Port London Voyage
in Main Boilers --
in Donkey Boilers --
* Surveyed Afloat & in Dry Dock Bute D.D. & Roath Basin.
(State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) TS. & Pt.LMC.

Periodical Surveys, when held, must be reported in detail and serialim 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

If not, state for what reasons 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) Good

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? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? Yes If so, state reasons Liner worn thin Has the shaft now fitted been previously used? No Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 3/7/44 State the wear down in the stern bush 1/16" Is electric light and/or power fitted? 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? 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 Part L.M.C.

Now done:- Vessel drydocked, propeller, screwshaft, sternbush and underwater fastenings examined.

A new screwshaft(C.L.) marked "Lloyd's No.8175 - 28/2/44 - C.P." now fitted in place, (Forging Report attached).

Sternbush, neck & gland bushes bored out to suit new tail shaft.

Part L.M.C:- Examined Nos.1,2 & 5 main engine cylinders, pistons, covers, connecting rods, top and bottom ends, crank pins and webs; thrust shaft; whistle air receiver; pumping arrangements; bal last pump impeller and casing.

Repairs:- Thrust shaft skimmed up and pads remetalled. Main engine fuel oil pumps reconditioned, pump cam gear overhauled & repaired. Main engine tested under working conditions and found or made satisfactory.

Alterations:- A new Hylands hydraulic windlass Type XD4, No.2102 now fitted. Power unit belt driven off auxiliary engine. Windlass tested under working conditions and found satisfactory.

S.R.List:- Main engine cylinder liners Nos.1, 2 & 5 from forward examined and found to have been renewed recently. Tail shaft now renewed.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel as now seen, is in good

(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,

order and eligible in my opinion to remain as classed, with fresh record of tail shaft seen

(C.L.) N.7,44 now and *LMC(with date) when survey is completed, without special conditions.

Survey Fee (per Section 29) £ 3 : - : - Fees applied for

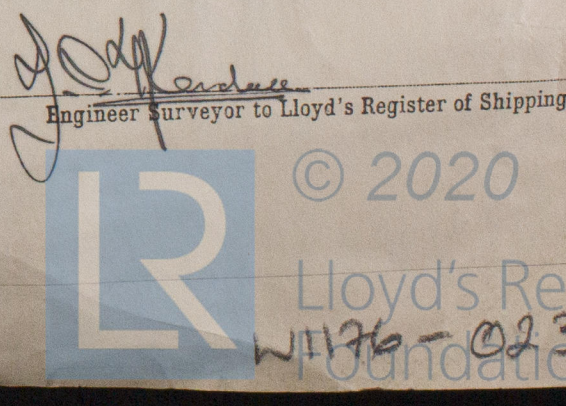
Special Damage or Repair Fee (if any) £ : √ : Received by me,

Travelling expenses (if chargeable) £ : : Licence Case

Committee's Minute Assigned

without of cond

S(N.) 7.44



SS No 1 due 10.40 part held 6.41

now advanced. Screw shaft changed.

Hydraulic Windlass now
fitted.

It is submitted that
this vessel is eligible for

for the record. + LMC 6.41 when

chain engine cooling & bilge pumps

& Auxy bilge pump have
been examined.

It is submitted that
this vessel is eligible for
THE RECORD. S. N. 7.44
Examined 7.44.

Well

1/8/44.

without conditions



© 2020

Lloyd's Register
Foundation