

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

(Received at London Office 139 OCT 1942)

Date of writing Report 14-10-1942 When handed in at Local Office 139 OCT 1942 Port of LONDON

Survey held at LONDON Date First Survey 15th Sept Last Survey 9th October 1942 (No. of Visits 9)

on the Machinery of the Wood, Iron or Steel S.S. "CERINTHUS"

Gross 3878 Vessel built at Newcastle By whom Hawthorn Leslie & Co. Ltd When 1930-9
 Net 2318 Engines made at Newcastle By whom Hawthorn Leslie & Co. Ltd When 1930
 Nominal 385 Boilers, when made (Main) 1930 (Donkey) ✓
 of Main Boilers 2 Owners Hadley Shipping Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 of Donkey Boilers 1 Managers Port London Voyage ✓
 Main Pressure— Main Boilers 200 If Surveyed Afloat or in Dry Dock Silbury Dry Dock & Docks
 Donkey Boilers ✓ (State name of Dock.)

Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A1 1.42		+ LMC 338 BS 1.42 TS (CL) 1.41
BSA No. 238		
Carrying Petroleum in bulk. Fitted for oil fuel 9.30 F.P. above 150°F.		

Report No. Port

Particulars of Examination and Repairs (if any) Damage, T.S. & LMC.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

Where 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 required.*

Has damage report made by anyone else? If so, by whom? *Underwriters*

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *yes*

Donkey

State for what reasons? ✓

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

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? ✓

Latest date of internal examination of each boiler. *Start 16/9. Port 21/9/42*

Present condition of funnel *Good*
300 lbs.

Has the Surveyor examine the Safety Valves of the Main Boilers? *yes*

To what pressure were they afterwards adjusted under steam? *300 lbs.*

Has the Surveyor examine the Safety Valves of the Donkey Boilers? ✓

To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *yes*

and of the Donkey Boilers? ✓

Has the Surveyor examine the drain plugs of the Main Boilers? ✓

and of the Donkey Boilers? ✓

Has the Surveyor examine all the mountings of the Main Boilers? *yes*

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? *no*

Has the 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 oil retaining appliance fitted at the after end? ✓

State date of examination of Screw Shaft. *28-9-42*

State the wear down in the bush. *Fit*

Is electric light and/or power fitted? *yes*

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*

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. *Steam pipes to be tested.*

Damage stated sustained through propeller striking a submerged object at Lagos the 29th July, 1942, whilst on voyage from Port Harcourt to Freetown. Propeller placed in drydock, propeller & outside fastenings examined. Propeller solid one piece four bladed type, 140 blades found bent & serrated on tips. Propeller moved to store for repairs & rebitching. Propeller shaft drawn and examined & found in order. Wood in lower half of stern bush renewed. Propeller shaft & propeller refitted.

P. crankshaft, the after journal was found to be slack in web and dove & sheared; forward journal also slack in web. H.P. crankshaft lifted & sent to the Sunderland Forge, where both journals & crankpin were renewed. MARKS: LLOYD'S No 4890 CS 3-10-42. All H.P. bearings examined & lower half bearing for forward journal (No 5) metal found cracked & renewed.

General Observations, Opinion, and Recommendation: *The machinery of this vessel* (Cont)

(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 or LMC 9.11 or LMC 140 lb., FD, &c.)

now seen is in good & safe working condition and is eligible in our opinion to remain as classified with fresh record of LMC 10-42, T.S. 9-42 C.L.

Survey Fee (per Section 29) LMC £ 12 : - : -

Special Damage or Repair Fee (if any) (per Section 29.) *Due* £ 10 : 10 : 0

Other expenses (if chargeable) ELEC £ 2 : - : -

Committee's Minute

Signed

Fees applied for 139 OCT 1942

Received by me, 19

Amuldas, A.C. Widgany, E. Crossley
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 13 NOV 1942

+ LMC 10.42
Without oil tank
 CERTIFICATE NOTING



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Lloyd's Register
 Foundation

S.S. "CERINTHUS"

Machinery Damage continued:-

In view of damage found on h.p. crankshaft, the Owners arranged for the rest of main engines to be opened & examined.

All cylinders, pistons, valves & faces, H.P. & M.P. crankshaft bearings, journals, pins & cranks and thrust shaft bearings opened out and examined.

The Owners desire above to be accepted as part of h.r.e. survey which was completed at this time with the exception of test of steam pipes.

h.r.e. now done. Sea connections and their outside fastenings opened & examined. Main engine pumps and all auxiliary pumps and oil fuel burning unit opened & examined. Main condenser examined and tested. Pumping arrangements examined & tested.

On completion of repairs main engines were examined running on a dock trial of three hours duration with satisfactory results.

Electric installation examined throughout, megger tested and tried under working conditions with satisfactory results.

Steering engine opened & examined.

Boiler holders examined throughout with their safety valves, doors and mountings and found in order. Boilers examined under steam and their safety valves adjusted to 200 lbs.

Oil fuel burning unit examined under working condition on boilers and found in order.

Main steam pipes examined at flanges when under 200 lbs steam pressure and found in order.

Damage done to propeller striking an
obstruction - propeller &
crank shaft repaired

June 10 42
1942

without special
condition.

259

10/11/42

"SUMMARY" 2.2

14061504

I have been thinking of you very much lately
 and wondering how you are getting on.
 I hope you are well and happy.
 I have been very busy lately
 but I will try to write to you more often.
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