

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 149 OCT 1942 Port of LONDON

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

766 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 2518 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 ✓
of Donkey Boilers 1 Managers ✓ (if not already recorded in Appendix to Register Book.)
Main Boilers 200 If Surveyed Afloat or in Dry Dock Silbury Dry Dock & Docks Port London Voyage ✓
Donkey Boilers ✓ (State name of Dock.)

Report No. Port

Particulars of Examination and Repairs (if any) Damage, T.S. & L.M.C.
Special Surveys, when held, must be reported in detail and seriatim 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.

Special 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.

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

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. Starb 16/9, Port 21/9/42 Present condition of funnel? Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? ✓

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

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

Is the Survey 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 removed to stores for repairs & rebitching. Propeller shaft drawn and examined & found in order. Wood in lower half of stern bush renewed. Propeller shaft & repaired propeller refitted.

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

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

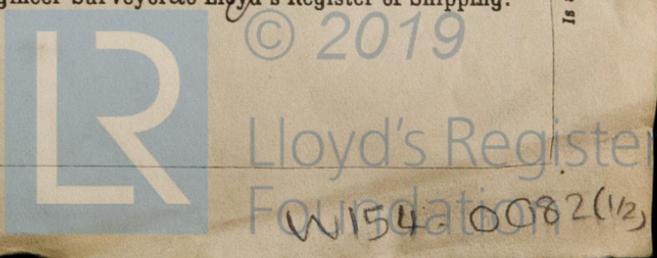
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

Machinery 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.) Ducl £ 10 : 10 : 0
Printing expenses (if chargeable) ELEC £ 2 : - : -
FRI. 13 NOV 1942

Fees applied for 149 OCT 1942
Received by me, J. H. Williams, A. C. Widgony, E. Crossley, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Signed + LMC 10.42
Without Oil tank



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

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

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.m.e. survey which was completed at this time with the exception of test of steam pipes.

h.m.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.

Both boilers 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.

