

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

(Received at London Office)

Date of writing Report Aug 19<sup>th</sup> 42 When handed in at Local Office Aug 26<sup>th</sup> 42 in 42 Port of CARDIFF

No. in Reg. Book. 43940 Survey held at Cardiff Date. First Survey 27 July Last Survey 2 Aug 1942  
 on the Machinery of the Wood, Iron or Steel Herwood (No. of Visits 1)

Tonnage } Gross 1992 Vessel built at Sunderland By whom Sa. J. Langdon & Co. Year. Month. When 1923 11  
 Net 1090 Engines made at Sunderland By whom S. Black & Co. When 1923 11  
 Nominal Horse Power 199 Boilers, when made (Main) 1923 (Donkey) ✓  
 No. of Main Boilers 2 Owners W. France & Co. Ltd. Owners' Address ✓  
 No. of Donkey Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 180 Port London Voyage ✓  
 in Donkey Boilers ✓ If Surveyed Afloat & in Dry Dock New Dry Dock North St.  
 (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) See Examination

(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? No

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

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

If this was not done, state for what reasons Boiler survey not due

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 3/4/2

Present condition of funnel good

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? ✓ Is it fitted with continuous liner? No

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? oil gland

Has 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft 18/4/2 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft close fit

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted yes

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? yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Survey complete

General Examination now done: Tail shaft, stern bush, sea cocks and valves, S.P. Cylinder, Condenser, centrifugal circulating pump, Donkey feed pump and steering engine all opened up and examined. The electrical installation meets tested requirements. It was ascertained from a perusal of log books, and explained by Superintendent and Chief Engineer, that the machinery has been systematically examined & is in working order. An examination externally of boilers, machinery and auxiliaries was made at this time, as far as practicable. Wear and tear repairs: Stern bush reinstalled, sea cocks and valves opened up and made good. Condenser tilted found or made tight. Circulating pump and engine, feed tank, steering engine, windlass, all found in good order examined & made good. S.P. Cylinder piston examined and new ring fitted. Electrical equipment made good as necessary. The main and (P.O.)

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now  
 (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, B.S. 9,11, R.&H.S. 9,11, & L.M.C. 9,11, or  
 X.L.M.C. 110 lb., F.D., &c.)  
CS 3,34, 110 lb., F.D., &c.)  
is in my opinion to remain as closed and to have fresh record of T.S. 8/4/2

Survey Fee (per Section 20).....	£ : :	Fees applied for
Special Damage or Repair Fee (if any).....	£ : ✓	19
Travelling expenses (if chargeable).....	£ : :	Received by me,
		19

Committee's Minute TUE. 15 SEP 1942  
 Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
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machinery tested under working conditions & found satisfactory.

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2nd 1st are 920 p.m. hold 7.41  
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It is submitted that this  
vessel WILL BE eligible  
for the record. *File 1000 741 on completion*

1st 2nd Examined 8.42 (10.00)

W.D.

*[Signature]*  
14/9/42