Rpt. 9.

No. 24220

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office JAN -1 1940)

Date of writing Report 18th Dec. 1939 When handed in at Local Office 30 DEC 1939 Port of NEWPORT, MON.

Date, First Survey 16th Dec. Last Survey 16th Dec. 1939 (No. of Visits 1)

No. in Reg. Book. 21944 Survey held at NEWPORT, MON.

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

Tonnage { Gross 6544 / Net 4048

Nominal Horse Power { 577

No. of Main Boilers 3

No. of Donkey Boilers ✓

Steam Pressure—in Main Boilers 180

in Donkey Boilers ✓

Vessel built at Sunderland By whom W. Doxford & Sons Ltd. When 1922. 8

Engines made at do By whom do When "

Boilers, when made (Main) 1922 (Donkey) ✓

Owners Moor Line, Ltd. Owners' Address ✓

(If not already recorded in Appendix to Register Book.)

Managers Runciman Shipping Co. Ltd. Port London Voyage ✓

If Surveyed ~~Afloat or~~ in Dry Dock Taolem D.D.

(State name of Dock.)

Last Report No. Port

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).
✠100A1 Shelter Dk with freeboard 9.39		✠L.M.C. 9.39
S.S. Boy. No. 1-39 S.S. Bdy. No. 39.35		T.E. 4.39. E.L.

Particulars of Examination and Repairs (if any) Prop. last dd.

(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? no

" " Donkey " " " /

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

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) efficient

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 Boiler? /

Did the Surveyor examine all the mountings of the Main Boilers? / , and of the Donkey Boiler? /

Has 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 /

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? / 1/8 full.

State date of examination of Screw Shaft / State the distance between lignum vitæ 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 the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Vessel in dry dock. Propeller and all outside fastenings examined and found in order.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel so far as now seen is eligible to remain as classed without fresh Record of 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, B.S. 9,11, B.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c. CS 9.34,)

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £ ✓ :

Travelling expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

Committee's Minute FRI 26 JAN 1940

Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

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

RETAIN

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