

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

(Received at London Office) - 9 MAY 1939

Date of writing Report: 19 When handed in at Local Office: 19 Port of: SUNDERLAND.

No. in Survey held at: Sunderland Date, First Survey: July 11. 38 Last Survey: May 3 1939 (No. of Visits: 15)

1930 on the Machinery of the Wood, Iron or Steel: CEDRINGTON COURT

Gross Tonnage: 5160 Vessel built at: Belfast By whom: Harland & Wolff, Ltd When: 1918 3

Net Tonnage: 3122 Engines made at: do. By whom: do. When: do.

Nominal Horse Power: 518 Boilers, when made (Main): 1918 (Donkey):

No. of Main Boilers: 3 Owners: Post Line, Ltd. Owners' Address: (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers: 1 Managers: Haldin & Philpotts, Ltd. Port: London Voyage: Fair up

Steam Pressure in Main Boilers: 180 lbs. If Surveyed Afloat or in Dry Dock: Grumlett & S. Sons Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers: 1

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C.

Periodical Surveys, when held, must be reported in detail and serially 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 this was not done, state for what reasons?

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: 24/3/39

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 180 lbs.

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? 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? 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: 17/4/39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft: Working fit

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: complete.

Work done: Vessel placed in dry dock propeller, screw shaft, stern bush, sea connections & outside fastenings examined.

Pistons, cylinders, valves; condenser (tested); crank, thrust & intermediate shafting; main engine and auxiliary pumps and their connections examined.

Main and auxiliary steam piping over 3" diameter, removed, annealed, tested hydraulically to twice the working pressure and refitted.

Main boiler examined internally and externally with their mountings, repaired and subsequently tested hydraulically to about 190 lbs and found satisfactory.

Turning engine examined. Safety valves adjusted under steam.

Repairs: p.t.o.

General Observations, Opinion, and Recommendation:—

(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.S.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

CS 3, 34,

The machinery of this vessel, as now run, is in an efficient condition and eligible, in my opinion, to remain as classed with fresh Records of C.L. 1.39.

+L.M.C. 5.39.

Survey Fee (per Section 29): £ 14 : : Fees applied for: 9 MAY 1939

Special Damage or Repair Fee (if any): £ 1 : 1 : Received by me: 13. 5. 1939

Survey Fee (per Section 29): £ 1 : - : WED 31 MAY 1939

Committee's Minute: +L.M.C. 5.39

Assigned: L.R. Home & Gammison

Engineer Surveyor to Lloyd's Register of Shipping.

W460-0050

Lloyd's Register Foundation



"CEDRINGTON COURT"

Repairs:-

Lower half of lignum vitae renewed in stern bush.  
Main & auxiliary machinery generally overhauled.  
After main engine ram chest renewed.  
All plain link tubes, about 12 stay tubes & 12 screw  
stays renewed.

Electrical Equipment - Special Survey.

Generator, main switchboard, distribution boards  
switches, fuses, cables and fittings examined  
and insulation resistance of all circuits  
measured. Repairs: defective switches, fuse  
links and fittings renewed, wireless main  
part renewed and signal light feed part renewed.  
Installation examined and insulation resistance  
measured on completion of repairs and dynamo  
engine proven tested. The equipment is now  
in my opinion in an efficient condition.

By  
J. A. J.

RETAIN