

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

(Received at London Office)

19 NOV 1955

Date of writing Report 14 - 11 - 1955 When handed in at Local Office 19 Port of Amsterdam,
 No in Book. Survey held at Amsterdam, Date First Survey and Last Survey 3 - 11 - 1955
 (No. of Visits 1)

235 on the Machinery of the ~~Wood, Iron or Steel~~ m.v. "CITY OF GHENT"

Gross 616 Vessel built at Lubeck By whom Travewerft G.m.b. H. Year. Month.
 Net 252 Engines made at Alphen By whom Motorenfab. "De Industrie" When 1953 6
 As Per Rule Boilers, when made (Main) (Donkey)
 f Main Boilers Owners Coastal Shipping Ltd. Owners' Address
 (if not already recorded in Appendix to Register Book.)
 f Donkey Boilers Managers Palgrave Murphy (shipowners) Ltd. Port Dublin Voyage
 n Pressure— If Surveyed Afloat or in Dry Dock afloat
 Main Boilers (State name of Dock.)
 Donkey Boilers

Report No. 40358

Port Rd.

Particulars of Examination and Repairs (if any) part Machinery

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Repairs, 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 detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and details of any letters respecting this case.

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.

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

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

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? 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

State the wear down in the

crank bush

Is electric light and/or power fitted? yes

If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Attended on board at Owner's request to examine No. 7 M.E. cylinder and piston on account of scoring. Found cylinder liner and piston very slightly scored, but thought of no consequence for the moment. Three upper piston rings were stuck, same replaced by new ones.

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, etc.)

The Machinery of this vessel being in good order, the vessel is in my opinion eligible to continued as classed.

Fee (per Section 23) £ f. 25,-- Fees applied for, 17-11-1955
 Damage or Repair Fee (if any) £ : : Received by me,
 (per Section 23.)
 Other expenses (if chargeable) £ f. 1,--

Committee's Minute

Signed

FRIDAY 16 DEC 1955

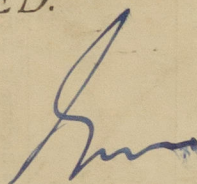
Engineer Surveyor to Lloyd's Register of Shipping.

D. van Couwelaar.

Lloyd's Register Foundation

002013-002023-0031

Repairs.
It is submitted that this
vessel is eligible to remain
as **CLASSED**.



30 NOV 1955

TORSIONAL
ENDORSEMENT CASE



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