

REGISTER
NEW
5 DEC 1960
18990W

Rpt. 9

Date of writing report 7-12-60 Received London Port DUNDEE No. 10215
Survey held at DUNDEE No. of visits 1 First date and Last date 30-11-60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 57018 S.S. Name "CITY OF LYONS" Gross tons 7248 Date of build 1926 2mo
Owners Ellerman Lines Ltd. Managers Port of Registry LIVERPOOL
Engines made 1926 By Wallsend Slipway Co. Ltd. Wallsend Type 3-Stream Turbines SR Geared
No. of Main Engines 3 No. of Screws 1
No. of Main Boilers 3 S.B. W.P. 240 p.s.i. Sup.
No. of Aux/Donkey Boilers 1 W.P. 150 p.s.i.
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Special Examination
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

| Hull | | Machinery | |
|---------|-------|-----------|------|
| 100A1 | | LMC | 5.57 |
| S.S. | 5.57 | MBS | 1.60 |
| DR | 10.47 | ISCL | 1.60 |
| Docking | 1.60 | SPS | 5.57 |

OF 226

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

Yes Now

Has a Survey also been held on Ship?
If so, is the Report sent now, or when will it be sent?

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre SURVEY CONFINED AS STATED OVERLEAF.
5 Journals & Bearings
MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices
MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in good condition and eligible in my opinion to remain as classed without fresh record of survey subject to the main gearing not being used until repaired.

Date of Committee GLASGOW 20 DEC 1960
Decision Transmit to London

- 32 Essential Independent Pumps (*Identify by position*)
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
- 35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)
- 38 Independent Air Compressors, Coolers & Safety Devices
- 39 Air Receivers & Safety devices—Main 40 Auxiliary
- 41 Oil Fuel Tanks (*Not forming part of hull structure*)
- 42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
- 44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (*Identify by position*)

| PROPULSION | | ELECTRICAL EQUIPMENT | |
|------------|----------------------------|---------------------------------------|-----------|
| | | PORT | STARBOARD |
| a | Generators | | |
| b | Exciters | | |
| c | Air Coolers | | |
| d | Motors | | |
| e | Air Coolers | | |
| f | Control Gear, Cables, etc. | | |
| g | Insulation Resistance | | |
| h | Insulating Oil Test | | |
| i | Overspeed Governors | | |
| j | Magnetic Couplings | | |
| k | Air Gap | | |
| | | AUXILIARY EQUIPMENT | |
| | | l Generators & Governors | |
| | | m Motors | |
| | | n Switchboards & Fittings | |
| | | o Circuit Breakers | |
| | | p Cables | |
| | | q Insulation Resistance | |
| | | r Steering Gear Generators and Motors | |
| | | s Navigation Light Indicators | |

BOILERS OPENED UP & EXAMINED (*Identify by position and state latest date of internal examination of each boiler*)

| MAIN | | AUXILIARY, DONKEY or PRESS | |
|--|--|---|--|
| Superheaters | | | |
| Safety Valves | | | |
| Mountings, Doors & Fastenings | | | |
| Safety Valves Adjusted to | | | |
| | | | |
| Boiler Securing Arrangements | | | |
| Main Economisers | | Exhaust Gas Heated Economisers | |
| Steam Heated Steam Generators | | Steam Generator Safety Valves Adjusted to | |
| Were Oil Burning System & Remote Controls examined working in accordance with Rules? | | Forced Circulating Pumps | |
| Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? | | Funnel | |

EXAMINATION & TESTING OF STEAM PIPES (*State material*)

| | |
|-----------------------------|---|
| Main | Auxiliary (over 3 in. bore) |
| Were Copper Pipes annealed? | Have Saturated Pipes in cylindrical boiler smoke boxes been tested? |

PARTICULARS OF DEFECTS & REPAIRS, ETC. (*Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class*)

NOW DONE:

Attended on board at Owner's request in order to examined the auxiliary machinery of the vessel for the purpose of an intended voyage under tow from Dundee to a Shipbreakers' Yard on the River Forth.

The boilers, windlass, steering gear and pumping arrangements have been generally examined and found satisfactory.

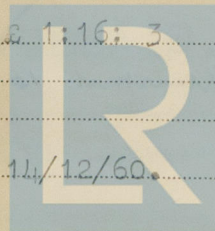
Upon arrival at Dundee from India, an examination of the main gearing revealed that a number of teeth of the main gear wheel and mating pinions were broken. Due to the age of the vessel, and the time which would be required to obtain replacements, the Owners have decided against repairing the damage and have accordingly sold the vessel to a shipbreaking concern.

LEAVE THIS SPACE BLANK

Special Examⁿ.
Survey fees ... £ 5: 5: -

Damage fee ...
Expenses ... £ 1: 16: 3

Date when A/c rendered ... 11/12/60.



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Lloyd's Register
Foundation

as this report
on new ship
noted