

4 AUG 1951

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

Date of writing Report 22 July 1951

When handed in at Local Office 19

Port of Rotterdam

No. in  
Reg. Book.

Survey held at

Rotterdam

Date, First Survey

10 May 51

Last Survey 7 July

1951

on the Wood, Iron or Steel

S.S. CITY OF LONDON

TONNAGE :-

GROSS 633

UNDER DK 564

NET 356

Built at

Burn Island

By whom

Burn Island S.B. Co. Ltd.

YEAR

MONTH

When 1927 - 12

Owners

Brussels S.S. Co. Ltd.

Owners' Address

London

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to London

Surveyed Afloat or in Dry Dock? Both

Name of Dock

Roth. Dredgedok 164

Destined Voyage

London

Cell D B or D B a

feet; uE &amp; B

feet; f

fee

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Only alterations in the existing records of tanks should be inserted.

N.B. All alterations in the existing records should be underlined.

Last Report, No.

122219 Port Lon

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined yes not required

Society's Freeboard (if assigned) as painted on Ship and now verified } 3 ft 10 ins.

Was a damage report made by anyone else? if so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR Alteration, Conversion to Oilburning, Dam repairs and Special S.

The vessel is reported to have been in collision with a unknown barge on the 7<sup>th</sup> of October 1950, with the barge "Exelsior" in July 1950 and with a Netherlands vessel in the river Scheldt on the 25<sup>th</sup> January 1951, and to have aground on the 22<sup>nd</sup> March 1951 at North Woolwich. The vessel has been placed in drydock bottom cleaned examined and the following damage repairs have been carried out. Stern cropped (in way of E and F strakes) removed faired and replaced. On Starboard side: E1, F1-3, II3 removed faired and replaced. E2-3-4, F2 removed II1-2, F4 faired in place and 9 frames and 3 beam knees removed faired and replaced.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	4	Partly						
Removed and Faired or Repaired	11	13						Stem (partly)
Faired or Repaired in place ...	8							

## PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	✓
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"	When fitted, Month	✓ Year ✓
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	good
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	no wedges
Frames	"	Have pumps been examined and found efficient?	yes	Planking	"	(State if wedges removed.)	J ✓
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	✓	Caulking	"	Equipment letter	3 B I S ✓
Longitudinals	"	Have Watertight Doors been examined and found efficient?	✓	Treenails	"	Anchors. No. of	3 B I S ✓
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	"	Cables (State if now ranged)	yes
Floors	"	Have the Tanks been examined internally? yes	✓	Transoms, Pointers & Crutches	"	" length 210 ft mean diam. 1 1/4 ✓	
Keelsons	"	Have the Tanks been tested? yes	✓	Timbers of Frame at openings	"	" Rule length 210 ft size 1 1/4 ✓	
Stringers	"	Air and Sounding Pipes	good	" " at other places	"	Chain Locker	good
Inner Bottom Plating	"	Doubling Plates under Sounding Pipes	good	Stringers, Clamps & Shelves	"	Hawsers & Warps	sufficient
				Salting	"	Standing and Running Rigging	good
						Sails	✓

## General Observations, Opinion as to Class, Recommendation, &amp;c. :-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

The vessel is now in a good and efficient condition and eligible in my opinion to be continued as classed with fresh docking, date 6-51 and to have notation for Special Survey Roth 7-51 (Dr)

Survey Fee (per Section 29) S.S. Alteration £ 830 :-	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29) £ 250 :-	3/7 1951
Travelling Expenses (if chargeable) £ 18 :-	Received by me,
Second Surveyor's Fee (if any) £ 10 :-	19

Committee's Minute

Character Assigned 6.51 Rot., without spl. Cond

11. Rot - 7.51 (Dr) + LMC 7.51

A.S. 51 Fitted for oil fuel 7.51 F.P. above 150°F

11 SEP 1951

Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

012256-012264-0136 1/3



In connection of the conversion to oil burning, a new

## ANCHORS.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

Also a deep tank amidships frame 45-50 (approved plan fr. 43-48)  
extended to tween deck (forew. bulk<sup>d</sup> in frame 50 extended to main deck)  
and a deep tank in forward hold frame 67 to forepeak bulk<sup>d</sup> of frame 71  
- see continuation sheet

see continuation sheet.

on the

Four lengths of new chain cables (3 lengths worn below the requirements) and one length found missing) have now been supplied.

see continuation sheet



S.S. "CITY OF LONDON"

and placed on board in good order, same have been compared with the certificates of test, found correct and particular as given on the back of the report.

Anchors examined and found good and complete  
Chain locker cleaned, examined internally found in a good condition and coated as required  
Pumps, air and sounding pipes, scuppers, overhauled examined and placed or found in order  
Doubling plates under sounding pipes good.

The following repairs to wear and tear carried out  
Boiler room: 4 frames and 4 brackets renewed.

Lower plate, stove hold bulk head renewed, brackets to side keelsons, SK & PS. renewed. Engine room on SK.

Two floor in way engine seating renewed.

SK and PS. two plates in boiler room casing and 28 stiffeners renewed. Trolley top renewed. Skylight forward plates renewed. Deck plating in way of catley renewed.

In way of engine room casing: Upper deck: two deck plates and one deck stringer plate with stringer angle renewed. Tween deck, deck stringer plates in way midships deep tank on SK & PS renewed.

In after hold on SK & PS. side keelsons renewed.

Tire castle deck plating partly renewed, wood deck on same complete renewed.

A number of minor repairs have been carried out

Certs. enclosed:

Newcastle-on-Tyne C. 35721, Electr. Steering gear + 2 test certs.

do C. 35286, 1 tiller & tiller keep

do C. 35318, 1 turnion

R. D. Jones



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Lloyd's Register  
Foundation

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