Rpt. 9. No. 6141

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

(Received at London Office .....)

Date of writing Report 18-4-1953 When handed in at Local Office 18-4-1953 Port of DURBAN

No in Reg. Book. 55958 Survey held at DURBAN Date. First Survey 13-4-53 Last Survey 15-4-1953 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or Steel~~ S.s. "CITY OF CANTERBURY"

Tonnage { Gross 8549 / Net 5051 } Nominal Horse Power - No. of Main Boilers 4 SE No. of Donkey Boilers - Steam Pressure— In Main Boilers 230 lbs. In Donkey Boilers -

Vessel built at Wallsend By whom Swan Hunter & Wigham Richard-son, Ld. When Year. 1923 Month. 2

Engines made at Wallsend By whom Wallsend Slipway & E. Co.Ld. When 1923

Boilers, when made (Main) 1923 (Donkey) - Co.Ld.

Owners City Line, Ld. Owners' Address - (if not already recorded in Appendix to Register Book.)

Managers - Port Glasgow Voyage -

If Surveyed Afloat or ~~in Dry Dock~~ Durban Docks (State name of Dock.)

Last Report No. 10827 Port Mdb.

Particulars of Examination and Repairs (if any) RPRS. TO L.P. BALANCE CYLINDER

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 through examination at this time? -

" " Donkey " " " -

If not, state for what reasons - What parts of the Boilers could not be thus thoroughly examined? -

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) -

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 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 stern bush - Is electric light and/or power fitted? - If so, did the Surveyor examine the generators, motors. switchgear cables and fuses? -

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

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

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

Attended onboard at the request of the Master and Owners Agents on account of defective L.P. balance cylinder.

It was found that the flange attachment to the L.P. cover was fractured round neck of casting.

NOW DONE.

Cylinder removed to workshop, casting machined at base for the fitting of a prefabricated steel flange piece secured to base by means of steel studs.

Balance cylinder refitted on board and examined under working conditions and found in order.

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)
BS*		MBS* 6,48
10,52		Blr.S 10,52
ss Nwc. 6,48		msp. 6,48
A.S. 5,52		TS CL 9,50
Fitted for oil fuel.		

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

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

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, BS 9,11 B&MS 9,11 ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.) CS 3,34

The machinery of this vessel is in safe working condition and eligible in my opinion to remain as classed.

Survey Fee (per Section 23) Rprs. £ 8 : 8 : 0

Special Damage or Repair Fee (if any) (per Section 23.) £ : :

Travelling expenses (if chargeable) £ 1 : 7 : 6

Fees applied for 15-4-53 Received by me, 19

Committee's Minute THU 21 MAY 1953

Assigned Deferred for comp. MBS (by 6,53)

J. L. L. Engineer Surveyor to Lloyd's Register of Shipping.

014300-014316-0296