

S/S PRUNUS

4. M.V. City of Stockholm

No. 81896

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

(Received at London Office

10 OCT 1927

Newcastle-on-Tyne

of writing Report 17 October 1927 When handed in at Local Office 8/10/1927 Port of Newcastle-on-Tyne

Survey held at Walker Thallseid Date, First Survey 4th May Last Survey 29th Sept. 1927

on the Machinery of the Wood, Iron or Steel of S/S PRUNUS 4. City of Stockholm

Gross 5075 Vessel built at Glasgow By whom Barclay Curle & Co Ltd When 1925-8

Net 3155 Engines made at Walker on Tyne By whom Swan Hunter, & Wigham & Carter Ltd When 1924. 9

Final Power 504 Boilers, when made (Main) 1924 (Donkey) none

Main Boilers 3 SB Owners Venatus Shipping Co Ltd Owners' Address London

Donkey Boilers none Managers Howard Teison Ad Port Liverpool Voyage

Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock S.H. or R. Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers Report No. Port

Particulars of Examination and Repairs (if any) Fitting of new Propeller shaft Engines (Bulver)

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 as being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Special cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined. Has a damage report made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? New Boilers, fitted at this time

Donkey " " " " None

What was not done, 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?

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs w.p.

Has the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler?

Has the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler?

Has the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? New shaft fitted Is it fitted with continuous liner? C.L. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

Has the shaft now been changed? Yes If so, state reasons Oil Engines removed, new stem tube, Chopping, Engines & Boilers fitted -

Has the shaft now fitted been previously used? No Has it a continuous liner? C.L. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No special appliance

What is the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? Working fit - new bush complete

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

Vessel placed in dry dock the propeller outside fastenings, examined found in good condition, Sea connections, fastenings, examined found satisfactory -

Before proceeding upon the intended voyage, it is understood the vessel will undergo sea trials of her machinery. October 8th 1927."

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. 2, 11, B.&M.S. 2, 11, or L.M.C. 2, 11, 140 lb., F.D., &c.)

In our opinion the machinery is now so far as seen in good order and eligible to remain as classed in the Register Book with record of L.M.C. 9. 27. + N.E. 9. 27. + N.B. 9. 27. forced draught, fitted for burning oil. 9. 27. flash point above 150° F, new tail shaft (C.L.) fitted 9. 27.

Fee (per Section 28) £ : : Fees applied for 19
Special Damage or Repair Fee (if any) £ : : Received by me, 19
Printing Expenses (if chargeable) £ : :

Committee's Minute FRI. 14 OCT 1927 L. G. Shallercross & Sons Engineer Surveyor to Lloyd's Register of Shipping.

Signed Thue 9. 27 without spl restriction + N.E. + B 9. 27 Fitted for oil fuel 9. 27 2.P. above 150° F CERTIFICATE WRITTEN 17. 10. 27

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

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



