

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

(Received at London Office, 28 JAN 1943)

Date of writing Report 26-1-43 When handed in at Local Office 26-1-43 Port of BRISTOL

No. in Reg. Book 7667 Survey held at BRISTOL Date, First Survey 25-1-43 Last Survey 25-1-1943  
 on the Machinery of the Wood, Iron or Steel "BRISTOL CITY" (No. of Visits 1)

Tonnage Gross 2867 Vessel built at BRISTOL By whom C. HILL & SONS, LTD Year 1920 Month 3  
 Net 1711 Engines made at HARTLEPOOL By whom RICHARDSONS, WESTGARTH & CO, LTD When 1920

Nominal Horse Power 357 Boilers, when made (Main) 1920 (Donkey) 1920  
 No. of Main Boilers 288 Owners BRISTOL CITY LINE OF STEAMSHIPS, LTD Owners' Address (Donkey)  
 No. of Donkey Boilers 1 Managers C. HILL & SONS Port BRISTOL Voyage (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Afloat (state name of Dock.)  
 in Donkey Boilers 180 lbs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 15230 Port BRD PART DBS & DB REPAIRS.

Particulars of Examination and Repairs (if any) DB REPAIRS.

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 thorough examination at this time?

" " Donkey " " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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 DONKEY BAR 31-8-42 Present condition of funnel(s)

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

Did the Surveyor examine the Safety Valves of Donkey Boiler?  To what pressure were they afterwards adjusted under steam? 100 lbs #

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?

Is the screw shaft now been drawn and examined?  Is it fitted with continuous liner?  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is the shaft now been changed?  If so, state reasons

Is the shaft now fitted been previously used?  Has it a continuous liner?  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft  State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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?

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

how done :- hine defective plain smoke tubes removed from Donkey boiler and new tubes fitted. Safety valves were afterwards adjusted under steam for a working pressure of 100 lbs #.

P.S. It is recommended that the item 'DB not to be used' be now deleted from the Special Reasons List.

General Observations, Opinion, and Recommendation:— This vessel's machinery so far as now seen (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. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or XLMC 140 lb., F.D., &c.)

is in good order and is eligible in my opinion to remain as classed in the Register Book, with record of BS 3,42. It is recommended that the item in the Special Reasons List referring to the Donkey Boilers be deleted.

Survey Fee (per Section 20)	£ - - -	Fees applied for
Special Damage or Repair Fee (if any) (per Section 20.)	£ - - -	19
Travelling expenses (if chargeable)	£ - - -	Received by me,
		19

Committee's Minute TUE 9 FEB 1943

Assigned As now Without Spl. Cond. of DB pres.

J.C. Mitchell  
 Engineer Surveyor to Lloyd's Register of Shipping.



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 WIIF - 0042

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

6 number of tubes removed in donkey trials  
9 Safety valves adjusted

Posted  
1/24/43

Reinstall O.B. pressure to 100 lb.

Without special condition  
to donkey trials

TRu

1.2.43

25 No 3000 242

REMAINS

REMAINS



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