

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

(Received at London Office 26 JUN 1941)

of writing Report 23<sup>RD</sup> APRIL 1941 When handed in at Local Office Apr 24 1941 Port of NEW YORK

Survey held at BROOKLYN Date, First Survey 4<sup>TH</sup> APRIL Last Survey 9<sup>TH</sup> APRIL 1941 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel S.S. "CITIES SERVICE EMPIRE"

Gross 8103 Vessel built at SPARROWS PT By whom BETHLEHEM S.B. CORP LD When 1918 5  
 Net 5020 Engines made at SPARROWS PT By whom BETHLEHEM S.B. CORP LD When 1918 5  
 Power 560 Boilers, when made (Main) (Donkey) ✓  
 Main Boilers 3 Owners CITIES SERVICE OIL CO. Owners' Address (if not already recorded in Appendix to Register Book.)  
 Donkey Boilers ✓ Managers Port NEW YORK Voyage  
 Pressure in Boilers 220 LBS If Surveyed Afloat or in Dry Dock BOTH (State name of Dock.) ROBINS D.D.K. & RPR CO.

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 shelter dh with freeboard 7,40		+LMC 10,39.
2nd S.S. Mob/N <sup>o</sup> 3- 10,39.		CLN 10,39.
Carrying petroleum in bulk Fitted for oil fuel 5,18 F.P. above 150° F.		

Report No. Port Particulars of Examination and Repairs (if any) DOKK & B.S.

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 a being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where 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 special damage report been made by anyone else? If so, by whom? YES

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YES

Was a special examination of the Donkey Boilers made? YES

Were any parts of the Boilers not thus thoroughly examined? YES

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? YES

What was the latest date of internal examination of each boiler? STB 4<sup>TH</sup> APRIL P&C 8<sup>TH</sup> APRIL 1941 Present condition of funnel GOOD

Did the Surveyor examine the Safety Valves of the Main Boiler? YES To what pressure were they afterwards adjusted under steam? 220 lbs/sq"

Did the Surveyor examine the Safety Valves of Donkey Boiler? YES To what pressure were they afterwards adjusted under steam? 220 lbs/sq"

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? YES, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? YES, and of the Donkey Boilers?

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

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

What was the 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. Is electric light and/or power fitted? YES

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

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

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

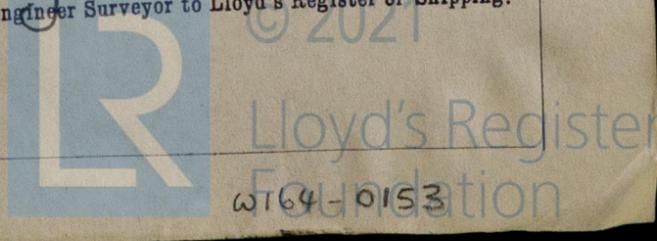
done Vessel placed on dry dock, examined propeller, fastenings of the stern bush, valves and cocks with their connections and fastenings, and found in good order. All main boilers examined throughout with mountings and steam pipes and found in good order. Safety valves adjusted under steam to 220 lbs/sq" pressure. Fuel burning equipment and appliances, burners, pumps, valves, pipes and connections examined under working conditions and found satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as is concerned by 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, E.&F.S. 9,11, & L.M.C. 9,11, or as now seen, is in good and efficient condition, and eligible in my opinion to remain as classed with fresh record of B.S. 4-41.

Fee (per Section 29) B.S. \$45<sup>00</sup> : Fees applied for May 2 1941  
 Damage or Repair Fee (if any) £ :  
 Printing expenses (if chargeable) £ :  
 Received by me, 19

Herbert J. Saunders, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Signed As above B.S. 4, 41.



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

Noted

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7/7/41

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