

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

(Received at London Office 22 APR 1942)

Date of writing Report Feb 21<sup>st</sup> 1942 When handed in at Local Office Feb 28 1942 Port of New York  
 in Survey held at New York Date, First Survey Jan 16<sup>th</sup> Last Survey Feb 6<sup>th</sup> 1942  
 on the Machinery of the Wood, Iron or Steel "CITIES SERVICE EMPIRE" (No. of Visits 6)

Gross 8103 Vessel built at Harro's Point, Md. By whom Bethlehem S.B. Co. Year. Month. 1918-5  
 Net 5020 Engines made at Harro's Point By whom Bethlehem S.B. Co. When 1918-5  
 Main Boilers 3 Boilers, when made (Main) 1918-5 (Donkey) ✓  
 Owners Cities Service Oil Co. Owners' Address as recorded  
 Managers ✓ (If not already recorded in Appendix to Register Book.)  
 Port New York Voyage ✓  
 If Surveyed Afloat or in Dry Dock Both Bethlehem 21<sup>st</sup> & 27<sup>th</sup>  
 (State name of Dock.) Brooklyn

Report No. ✓ Port ✓  
 Particulars of Examination and Repairs (if any) Fastenings, &c.

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 When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause 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.

In cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

Has a damage report been 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? yes

Has the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

Was a thorough examination of the Donkey Boilers 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? ✓

What was the last date of internal examination of each boiler? Port & Centre, Jan 30<sup>th</sup> & 28<sup>th</sup> Present condition of funnel(s) Good

Has the Surveyor examined the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 220 lbs.

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

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? yes and of the Donkey Boilers? ✓

Has the Surveyor examined the drain plugs of the Main Boilers? yes and of the Donkey Boilers? ✓

Has the Surveyor examined all the mountings of the Main Boilers? yes and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? yes 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? ✓

Has the shaft now been changed? ✓ If so, state reasons ✓

Has 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? ✓

What was the date of examination of Screw Shaft? Jan 30<sup>th</sup> State the distance between lugs on vitae or bearing metal of stern bush and top of after bearing of screw shaft close

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

Has the Surveyor examined 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. ✓

Work done: - Vessel placed in Dry Dock. All outside fastenings examined and placed in good order. All sea valves and their fastenings examined and placed in good order. Tail shaft drawn, examined & found in good order. Stern Bush rewooded. Propeller blades found worn and four (4) new blades of tested material fitted.

Remarks: - Port, Centre & Starboard Boilers examined internally and externally. All Boiler mountings examined and placed in good working order. Oil burning installation examined under working conditions and found in good order. Safety valves adjusted under steam to 220 lbs.

## 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. 9,11, B.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., P.D., &c.)

The machinery of this vessel is eligible in my opinion to remain as now classed without fresh record of survey but with notations of B.S. 2-42 and Tail shaft seen 6.L. 1-42.

Fee (per Section 29) £ 65 : : Fees applied for Mar. 6 1942  
 Damage or Repair Fee (if any) £ : : Received by me, John Briggs  
 (per Section 29.)  
 Other expenses (if chargeable) £ : : 19

Committee's Minute NEW YORK MAR 4 1942

Signed As M.O.  
B. S. 2, 42. T. S. 1, 42.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W164-0158



