

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

(Received at London Office 13 JAN 1934)

Date of writing Report 10 When handed in at Local Office 11 JAN 1934 Port of LIVERPOOL  
No. in Reg. Book. Survey held at Birkenhead Date First Survey 13<sup>th</sup> Nov Last Survey 3<sup>rd</sup> Jan 1934  
23684 on the Machinery of the Wood, Iron or Steel S.S. "CITY OF HANKOW" (No. of Visits 10)

Gross 7360 Vessel built at West Hartlepool By whom W. Gray & Co. Ld. When 1915-6  
Net 4735 Engines made at West Hartlepool By whom Ben. Kay. Wks. When 1915  
Main Boilers 388 Boilers, when made (Main) & Aux 1915 (Donkey) -  
Donkey Boilers 1915 Owners Hodgson & Workmen (1920) Ld. Owners' Address  
Pressure in Boilers 225 lb Managers Hall Line Ld. Port Liverpool Voyage  
If Surveyed Afloat or in Dry Dock Cammell Laird Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)  
Bain.

Report No. 3609 Port Bir  
Particulars of Examination and Repairs (if any) Rpt. & Comp. BS.  
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 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 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?  
Has the Surveyor personally gone inside Main Boiler separately and make a thorough examination at this time?  
If not done, state for what reasons?  
Which 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 is the latest date of internal examination of each boiler?  
Has the Surveyor examined the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?  
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? and of the Donkey Boilers?  
Has the Surveyor examined the drain plugs of the Main Boilers? and of the Donkey Boiler?  
Has the Surveyor examined all the mountings of the Main Boilers? and of the Donkey Boiler?  
Has 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?  
Has the screw shaft now been changed? If so, state reasons.  
Has the screw 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?  
Has the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft been examined?  
If survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Post-Start Main Bl. 8/12/30. Aux. Bl. 18/12/30  
Post-Start Bl. Yes. To what pressure were they afterwards adjusted under steam? 225 lb.  
Aux. Yes. To what pressure were they afterwards adjusted under steam? 225 lb.  
Post-Start Bl. Yes. and of the Donkey Boilers? Yes.  
None fitted and of the Donkey Boiler? None fitted.  
Post-Start Bl. Yes. and of the Donkey Boiler? Yes.  
No 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?  
Yes Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?  
Yes State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft  
Complete.

Completion of BS 11,33 See also Dunlink Rpt.  
How done: Post-Start Main boilers and Aux<sup>4</sup> boilers examined internally & externally with their safety valves, doors and mountings and now in good order. All top row of tubes in Aux<sup>4</sup> boiler found wasted now renewed and other minor repairs effected.  
All Boilers and steam pipes examined under steam and safety valves adjusted as above.  
Repairs to Shafting: See also Calcutta Rpt. 8963 & Post-Start Mauritius Rpt. 829.  
How done: Thrust shaft, thrust shaft taper coupling and adjoining intermediate shaft replaced by new in accordance with plan herewith.  
Forging marks: Thrust shaft 900 MAB. Lateral shaft 908 MAB & taper coupling 915 MAB.  
Crankshaft main bearings and exhaust turbine main wheel shaft bearings P.T.O.

General Observations, Opinion, and Recommendation:—The machinery of this vessel as stated 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, or L.M.C. 9,11, 140 lb., F.D., &c.)  
seen is eligible in our opinion to remain as classed with full record of BS 11,33 as previously recommended subject to the P. cylinder being examined before the end of May 1935 (See Limit List) without special restriction with regard to thrust shaft and turbine drive cone coupling.

Survey Fee (per Section 29) Pt. BS £ 4 : - - Fees applied for 12 JAN. 1934  
Special Damage or Repair Fee (if any) (per Section 29.) £ 4 : 4 : -  
Travelling expenses (if chargeable) £ : : - Received by me, 19 JAN 1934  
Committee's Minute LIVERPOOL 12 JAN. 1934  
Assigned B.S. 11:33 Subject  
Amend S.R. List  
H.R. Howells & J. Milton  
Engineer Surveyor to Lloyd's Register of Shipping.  
FRI. 9 FEB 1934  
FRI. 25 MAY 1934  
FRI. 24 AUG 1934  
TUE. 4 DEC 1934  
TUE. 18 DEC 1934  
TUE. 2 APR 1935  
Lloyd's Register Foundation  
W238-0027

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

SEE LIMITATION LIST

reinstalled, shafting tried up, alignment tested & found  
satisfactory. New coupling bolts fitted as found necessary.  
On completion of repairs machinery tried under working  
conditions and found satisfactory.

H. R. Howells.

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