

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

(Received at London Office)

MAR 10 1939

Date of writing Report 8th March 1938 When handed in at Local Office 9.3 19 39 Port of AntwerpNo. in Survey held at Antwerp Date, First Survey and Last Survey 28th February 1937
g. Book. 22349 on the Machinery of the Wood, Iron or Steel 1/2 "CITY OF GHEENT" (No. of Visits 1)Gross 1457 Vessel built at Glasgow By whom Blackwood & Gordon When 1899-3
Net 827 Engines made at Glasgow By whom Blackwood & Gordon When 1899Nominal 150 NH Boilers, when made (Main) 1892 (Donkey) 1920
Horse PowerNo. of Main Boilers 1 Owners Société Continentale S.S. C.F. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers Port Antwerp Voyage -Steam Pressure 90 lb If Surveyed Afloat or in Dry Dock City of Gheent
in Main Boilers 90 lb (State name of Dock.)
in Donkey Boilers 100 lbLast Report No. Port Particulars of Examination and Repairs (if any) Docking

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? no" " Donkey " " " noIf this was not done, state for what reasons? Boilers not due for survey

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 Present condition of funnel good

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?

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?

Has 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?Has shaft now been changed? no 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?

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 3/16"

Engine parts, when referred to by numbers, should be counted from forward.

If 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 CompleteNow done. Vessel placed in dry dock. Propeller, after end of Stern bush and fastenings of sea connections examined.General Observations, Opinion, and Recommendation: The machinery of this vessel is eligible in

(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 L.M.C. 140 lb., F.D., &c.)

my opinion to be continued as classed in the Register Book of the Society without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : Received by me,

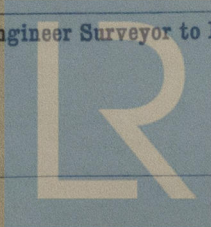
Travelling expenses (if chargeable) £ : : 19

Committee's Minute

Assigned

TUE 28 MAR 1939

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W437-0197

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It is submitted that
this vessel is eligible to
remain as U.S. Mail.

W. H. R. H. C.



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