

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

(Received at London Office 27 MAR 1934)

Date of writing Report 27 MAR 1934 When handed in at Local Office 27 MAR 1934 Port of London

Survey held at Tottenham Date, First Survey And Last Survey 7.3.34 1934
(No. of Visits One)

on the Machinery of the Wood, Iron or Steel London Citizen

Gross 5388 Vessel built at Middlesbrough By whom Sir R. Dixon & Co When 1918-7
Net 3248 Engines made at Newcastle By whom N.E. Mar. Eng Co When 1918
Boilers, when made (Main) 1918 (Donkey) -
Owners Sumers Wither & Co Owners' Address -
Managers - Port - Voyage -

If Surveyed Afloat or in Dry Dock Afloat
(State name of Dock.) -

Particulars of Examination and Repairs (if any) B.S. Condition +100 R.I. Shells etc
with 76' 8.31
SS No. N. 3.7.29

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any).
		<u>+176</u>
		<u>157.29</u>
		<u>1512.31</u>
		<u>78 9.31 (CL)</u>

Medical Surveys, when held, must be reported in detail and seriatim 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 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.

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

as 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? rounded off for oil fuel 6.21 F.P. above 150'

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

Was this not done, state for what reasons? -

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 7-3-33

Did the Surveyor examine the Safety Valves of the Main Boiler? yes 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? yes and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boiler? -

Has 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 shaft now been changed? - If so, state reasons - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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 -

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

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

See correspondance attached.

New done! Examined internally & externally the two aft boilers and the Starb' for' boilers also the furnaces & combustion chambers (fire side) of the Port for' boiler. Safety valves opened up & examined. The boilers are being maintained in good condition.

General Observations, Opinion, and Recommendation:— The machinery of this vessel
(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, or L.M.C. 9.11, 140 lb., F.D., &c.)
so far as now seen is eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 29) (the) £ 2:10:0 Fees applied for 27 MAR 1934
Special Damage or Repair Fee (if any) (per Section 29) £ -
Travelling expenses (if chargeable) £ 1:3:6 Received by me 25/4/34
Committee's Minute WED. 4 APR 1934 Deferred
Assigned Deferred Deferred
FRI 15 MAR 1935

Charles J. Hunter
Engineer Surveyor to Lloyd's Register of Shipping.
FRI 21 FEB 1936
Lloyd's Register Foundation

(The Surveyors are requested not to write on or below the space for Committee's Minute)

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

W500-030

Leidrop Case

Notes generally examined

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

[The main body of the page is a large rectangular area with horizontal ruling lines, which is mostly blank and contains some faint, illegible markings.]

*If submitted to me
this dossier is eligible for
main of O.C.S.M.D.*

DA

24/34

*To be broken up
TUE. 18 AUG 1936.*

Brooks

*Write from
"with
"for
"plots
"R Dept.*

SP



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OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN