

Rpt. 8.

REPORT of SURVEY for REPAIRS, &c.

-9 JAN 1934

No. 11 201

(Received at London Office)

Date of writing Report

When landed in at Local Office

8/11 1934 Port of Belfast.

Date, First Survey 23rd June 1933 Last Survey 4th Dec. 1933No. in
Reg. Book

Survey held at Belfast

TONNAGE

GROSS 5924

UNDER DECK 5647

NET 3779

on the Wood, Iron & Steel Sec. CITY OF SALISBURY
Built at Sunderland
Owners Ellerman Lines Ltd.
Managers Hall Line Ltd.By whom Wear Shipyard of W. Gray & Co. Ltd. When 1924
Owners' Address
(if not already recorded in Appendix to Register Book).
Port belonging to Liverpool

d. Afloat or in Dry Dock? Both Name of Dock Alexandra dry dock Destined Voyage

Capacity tons. FPT tons. APT tons. MT feet tons.

All alterations in the existing records should be underlined.
If alterations in the existing records have been removed, and the inside of the hull has been examined, state whether the manhole covers have been removed, and the inside of the hull has been examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, of the inner bottom plating, especially in the boiler space.

Report, No. 101330 Port Liv

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.	Year Assigned Survey	Machinery and Boilers Surveys (including date of S.B., if any).
+ 100 A1 11.31		+ LMC 9.28
SS Sing. No. 1-28.		BS 3.32
		TSC L 12.30

Fitted for Oil Fuel 7/24
S.P. ABOVE 120° F.

Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft - 10 in

Where the Surveyor has not made a special damage report he is required to state whether he has examined the hull, and in detail, the nature and extent of examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from repairs due to other causes; being detailed in the body of the report, should be summarised in the form shown below. Whenever the of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on this form. State also the dates and initials of any letters respecting this case.

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Was a damage report made by anyone else? If so, by whom?

EXAMINATION AS PER RULE, FOR Alterations, Completion S.S. No. 2 + damage.

Now done. An electric motor situated immediately abaft the engine room has been moved on the main line of shafting, and the thrust recess enlarged within the deep tank immediately it. A recess in which the motor seating has been constructed in the inner bottom the motor with additional guides within the double bottom. The exhaust steam and generator and other auxiliaries have been installed on the 2nd deck flat on the side and the bunker situated on this flat shortened. Special support has been provided flat by pillars & guides, with extra stiffening in the double bottom below. Compensation has been provided for the openings cut in this flat and it has been made common with engine room by openings cut in the casing side. One of the coal hatchways on the side in the upper deck has now been plated over in accordance with the new arrangement.

DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors	Beams	Str. Plates	Dk. Plates	Other Items
and Fitted or Repaired	1							
Repaired in place	1							

CONDITION OF THE

Good

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State if Tanks have been examined inside	Yes.
State if Tanks now tested	Yes.
Bulkheads	Yes.
Ceiling	Yes.
Cement or Asphalt (State which)	Cement and
Rudder	Good
Steering gear and its connections	Good
Windlass	Good
Have Pumps now been examined and found efficient?	None.
Have Sluice Valves now been examined and found efficient?	Yes.
Have Watertight Doors now been examined and found efficient?	No.
Have Ventilators and their Coamings been examined and found efficient?	Yes.

Dbing. Plates under Sounding Pipes	Good
Engine Room Skylights	Good
Coal Bunkers, Open'gs, Lids, &c.	Good
Scuppers	Good
Cargo Hatchways	Good
Hatches	Good
Flanking of Wood Vessels	Good
Caulking	Good
Treenails	Good
Breasthooks & Stemson	Good
Transoms, Pointers, & Crutches	Good
Timbers of Frame at openings	Good
Ditto Ditto at other places	Good
Stringers, Clamps & Shells	Good
Sanding	Good

Copper, or Y.M. of Wood Vessels (State if on Vess.)	Yes
When put on, Month	Year
Boats	Good
Masts, Yards, &c.	Good
Condition, how ascertained	from deck
(State if wedges removed)	Yes
Sails	Good
Equipment letter	a+
Anchors, No. of	38.15.
Cables (State if now ranged)	Yes
length (on board)	270 fms size 2 1/4
Rule length	270 fms size 2 1/4
Hawser & Warps	Sufficient
Standing and Running Rigging	Sufficient

Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon survey, thus, for example: "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24 and ptd 24, &c."

The requirements of Special Survey No. 2 having now been completed, this vessel is eligible of opinion to remain as classed with fresh record of survey 12.33, and the notation of S.S. No. 2-33, subject to keel, bottom sides being specially examined at next dry docking.

per Section 29)	Altms.	15	15	-
Damage or Repair Fee (if any) per Sec. 29)	Repairs	12	12	-
ing Expenses (if chargeable)	Damage	6	6	-
Max. Lewis (London)		3	11	9
Second Surveyor's Fee (if any)				

Fees applied for,

17 2 19 34

Received by me,

15 15 0 1/2 4 34

19

22 9 9 1/2 3 5 34

Committee's Minute

Character Assigned

White Red

"Mch S 10.33"

TUE 20 FEB 1934

TUE 19 JUN 1934

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register

E053018085 1/2

