

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

(Received at London Office

THU. 22 SEP. 1921

Report of Survey for Repairs, &c., of Engines and Boilers.
Survey held at Leith Date, First Survey 6th July 1921 Last Survey 17th Sept 1921
on the Machinery of the Wood, Iron or Steel S.S. City of Westminster ex. Hadelburg (No. of Visits 314)
GROSS 6173 Vessel built at Flensburg By whom Flensburg Schifffahrt Ges When 1916
Net 3790 Engines made at Do By whom Do When 1916
Boilers 4 Boilers, when made (Main) 1916 (Donkey)
Boilers 2006 Owners (Hall Line Ltd Mgrs) Port Liverpool Voyage South Africa
Boilers 2006 If Surveyed Afloat & in Dry Dock Imperial

Port No. Port
Particulars of Examination and Repairs (if any) Classification

When held, must be reported in detail and verification in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and details of any letters respecting this case.

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 not.

Was a damage report made by anyone else? If so, by whom?
For personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
" " " " " " None

Done, state for what reasons?
Parts of the Boilers could not be thus thoroughly examined?
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?
Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 205 lbs.
Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam?
Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boiler?
Surveyor examine the drain plugs of the Main Boilers? None and of the Donkey Boiler?
Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler?

Shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes
How been changed? Yes If so, state reasons slight water scoring
Now fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes
Distance between lignum vitae of stern bush and top of after bearing of screw shaft? Yes - metalled 40 1000 Cedarwood gland.

Is not complete state what arrangements have been made for its completion and what remains to be done? Please see over
Indicators, pistons, slides, condenser, pumps, cracks, thrust, tunnel & tail
Hos, sea cocks, sea cock connections, propeller & stern bush examined
& put into good order.

Main boilers examined & put into a safe working condition
Safety valves adjusted under steam to above pressure.
Done: A.P. cylinder bored out & new piston fitted complete: A.P. piston
top chamber bored out & new rings fitted to piston valve: new brass
rod & rod fitted to oil pump: evaporator overhauled throughout & small
C fitted to shell: new water end fitted to General Service pumps: new
lines fitted to water end of Water type pump: new 3 1/2" special high suction
3" suction to after peak fitted: spare tail shaft fitted: stern bush
metalled: Cedarwood type gland overhauled & new springs fitted: new coupling

Observations, Opinion, and Recommendation:—
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, R.&M.S. 9,11, or L.M.C. 9,11,
&c. lb., &c., &c.)
The machinery of this vessel is in an efficient condition, and
in my opinion to have a record of L.M.C. 9.21 in the Register Book
notation for tail shaft of 9.21, subject to A.P. piston valve being
viewed at either Middlesbrough or London where vessel is proceeding.

per Section 28)..... £ 30 : : Fees applied for
Age or Repair Fee (if any)..... £ : : Received by me
Expenses (if chargeable)..... £ 1 : :
Committee's Minute
L.M.C. 9.21
Subject.

Signature of Surveyor: A. T. Thomas
Engineer Surveyor to Lloyd's Register of Shipping.
FRI. OCT. 14 1921
TUE OCT. 22 1921
FRI. 26 OCT. 1921
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S. S. "City of Westminster"

Bolts fitted to tail shaft: all ahead guide shoes re-metalled:
A. P. crown bottom end re-metalled: Condenser tested & found in order
auxiliary condenser tube plates repainted: tubes replaced; Condenser
tested & found in order

Main Boilers: 3 new main check valve Chests & 1 auxiliary Chest fitted
to after boilers: new covers fitted on auxiliary checks & other small
mountings: 2 new copper auxiliary feed pipes fitted: steam & blow down
pipes renewed in copper throughout: Superheater Leadets removed to
shop cleaned out & tested by water to 400 lbs per sq": Superheater
coils sent to makers & new type ends welded on: all superheater
steam pipes & branch pieces taken down, cleaned out and tested
by water to 600 lbs per sq": Port Blr: port & centre furnaces jacked
back and strengthening rings fitted around port furnace:

Centre Blr: port & centre furnaces jacked back & strengthening rings
fitted around port furnace. Starboard Blr: Centre furnace jacked
back: Forward Blr: 3 furnaces jacked back.

Port & Centre boilers on completion of repairs tested to 250
hydraulic pressure & found in order

To complete

Due to an accident the top head of A.P. piston valve was
broken: the two parts were fused together by the
oxy-acetylene process: valve turned up in lathe and refitted
A new A.P. piston valve is now in hand, and will be
fitted on board either at Chiddlesborough or London: the
old valve will be drawn and examined at Chiddlesborough
(Parry's advised)

A. T. Thomas