

Rpt. 9

Date of writing report 7.3.58
Survey held at Margil

Received London
No. of visits 2

Port Basrah No. 1813
First date 16.2.58 Last date 25.2.58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 06506 Name S.S. "CITY OF BARCELONA" Gross tons 5844 Date of build 1930 5
Owners Ellerman Lines Ltd. Managers Hall line Ltd. Port of Registry Liverpool
Engines made Gls By Barclay, Curle & Co., Ltd. Type T 4Cy.

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2SB & 1 aux. w.p. 250lbs/sq"
No. of Aux./Donkey Boilers - w.p. -
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Repairs
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100A1	+ LMC
SS Hpl(Dr) 11.53	MS 11.53
Dkg 7.57	M 1.57
	TS CL 12.56N

4131- Gib

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft/Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) ~~PORT~~ ~~STARBOARD~~

- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides (Side, Centre)
- 4 Crankpins & Bearings (Side, Centre)
- 5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

- 11 Cyls., Covers, Pistons & Rods
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

- 18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

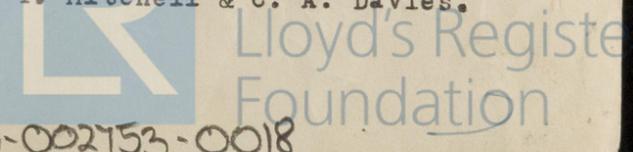
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is eligible in our opinion to remain as now classed without fresh record, subject to all other conditions, at present attached to the ship's class by the Society's Surveyors, being dealt with as previously recommended.

Date of Committee TUESDAY 25 MAR 1958
Decision As now subject

30m, 6.55. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

A.T. Mitchell & C.A. Davies
Engineer Surveyors to Lloyd's Register of Shipping



002750-002753-0018

32 Essential Independent Pumps (Identify by position).....
 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
 38 Independent Air Compressors, Coolers & Safety Devices.....
 39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....
 41 Oil Fuel Tanks (Not forming part of hull structure).....
 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators.....	l Generators & Governors.....
b Exciters.....	m Motors.....
c Air Coolers.....	n Switchboards & Fittings.....
d Motors.....	o Circuit Breakers.....
e Air Coolers.....	p Cables.....
f Control Gear, Cables, etc.....	q Insulation Resistance.....
g Insulation Resistance.....	r Steering Gear Generators and Motors.....
h Insulating Oil Test.....	s Navigation Light Indicators.....
i Overspeed Governors.....	
j Magnetic Couplings.....	
k Air Gap.....	

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN.....	AUXILIARY, DONKEY or PRESS.....
Superheaters.....	
Safety Valves.....	
Mountings, Doors & Fastenings.....	
Safety Valves Adjusted to { Sat.....	
{ Spt.....	
Boiler Securing Arrangements.....	
Main Economisers.....	Exhaust Gas Heated Economisers.....
Steam Heated Steam Generators.....	Steam Generator Safety Valves Adjusted to.....
Were Oil Burning System & Remote Controls examined working in accordance with Rules?.....	Forced Circulating Pumps.....
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?.....	Funnel.....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main.....	Auxiliary (over 3 in. bore).....
Were Copper Pipes annealed?.....	Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

At the request of the Master attended aboard to examine the steering gear telemotor system which was stated to have been sluggish in operation during the outward bound passage from the U.K.

Now Done:- The steering telemotor examined opened up complete, and the leather ram packing rings which were found to be hard now renewed, new by-pass valves lids fitted. The steering gear telemotor examined along with connecting copper pipes and found in order. On completion of repairs the telemotor gear was re-charged, pumped through and afterwards creep tested and found in order.

LEAVE THIS SPACE BLANK

Survey fees ... ID 15-750
 Sunday fee ID 7-000
 Damage fee ...
 Expenses... ... ID 1-500
 Date when A/c rendered...; 10.3.58