

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 23 APR 1946)

Date of writing Report 22nd March 1946 When handed in at Local Office 22nd March 1946 Port of Port Said

No. in Survey held at Port Said Date First Survey 18-3-46 Last Survey 20-3-46 (No. of Visits 3)

Reg. Book. 27139 on the Machinery of the Wood, Iron or Steel Sc Steamer "CITY OF CARLISLE"

37161 9913 Tonnage Gross 9913 Net 5900 Vessel built at Birkenhead By whom Cammell Laird & Co Ltd When 1946 2.

Nominal Horse Power 1798 Engines made at Birkenhead Glasgow By whom Cammell Laird & Co Ltd When 1946

No. of Main Boilers 2 W.T. Boilers, when made (Main) 1946 (Donkey) 1946 Owners Ellerman & Bucknall S.S. Co Ltd Owners' Address (it not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Port LONDON Voyage

Steam Pressure in Main Boilers 460 If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)

in Donkey Boilers 105

Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and serially 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 yes, Not required.

Was a damage report made by anyone else? If so, by whom? yes, Surveyor appointed by Lloyds Agents in midship dp. tank.

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

Donkey

What parts of the Boilers could not be thus thoroughly examined?

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 Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush Is electric light and/or power fitted? 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?

Engins 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 Complete

Damage stated to have been sustained on account of fire in the Engine Room port side forward, cause unknown. It was stated that the refrigerator insulation below the domestic meat room was first noted to be burning on the 10th March 1946 whilst on a voyage from the United Kingdom to Port Said.

NOW DONE The refrigerator insulation in the Engine Room below the domestic meat room was examined and found to be smouldering in way of the main steam pipe. The steel plates supporting the insulation were removed in way of the fire and all burning insulation and wood grounds removed.

A careful investigation was carried out with a view to preventing a recurrence of fire. Electric cables and fittings were found well clear of the seat of the fire, and all undamaged and in good order.

It was noted that the metal collar on the main steam pipe, in way of one of the pipe hangers, appeared to have been in contact with the steel plating which

General Observations, Opinion, and Recommendation: The machinery of this vessel, so far as now seen, is in good condition and eligible in my opinion to remain as at present classed in the Register Book, without fresh record of survey.

(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, BS 9.11, B&MS 9.11 or LMC 9.11 or LMC 140 lb., FD, &c.) CS 3.34,

(Copy of Cert B1 herewith attached.)

Survey Fee (per Section 29) £ : / Fees applied for 19

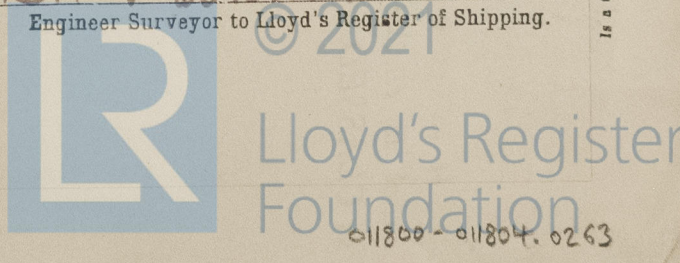
Special Damage or Repair Fee (if any) £ : / Received by me, 19

Travelling expenses (if chargeable) £ : /

Committee's Minute FRI. 24 MAY 1946

Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.



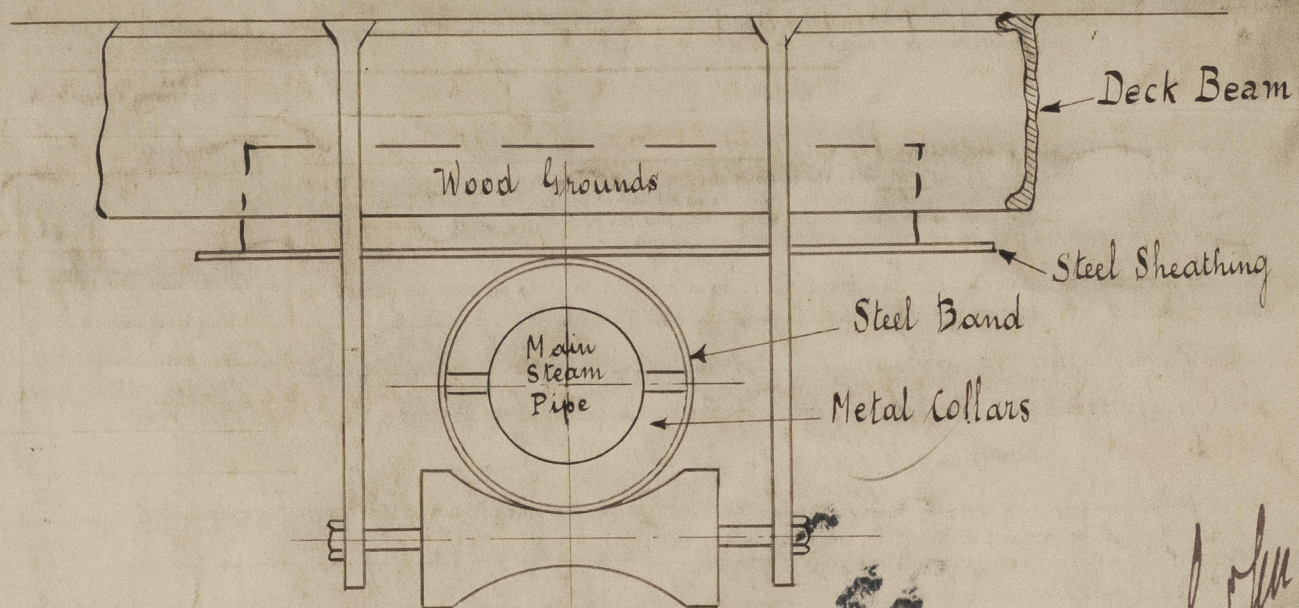


Steel S. Steamer "City of Carlisle"

NOW DONE (contd)

supports the meat room insulation. Care was taken in assembling the temporary insulation to leave an air gap between the collar and the steel plating.

- Meat Room -



Fire damage in engine room is done to  
refrigerated chamber insulation.  
Steam pipes fixed clear of insulation

It is submitted that this  
vessel is eligible to remain  
as CLASSED.

J.S.

20-5-46



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