

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

NO. 18449

(Received at London Office)

19 NOV 1951

Writing Report of 9. 1951 When handed in at Local Office 27. 9. 1951 Port of Genoa
Survey held at La Spezia Date, First Survey 11. 6. 51 Last Survey 10. 9. 1951 (No. of Visits 13)

on the Machinery of the Wood, Iron or Steel single screw S/S "VALBRUNA"
Gross 2020 Vessel built at Three Rivers P.R. By whom Fraser & Neave Ld. When 1922
Net 1220 Engines made at Ampere, N.J. By whom Worthington Pump & Machinery Co. Ltd. When 1922
Boilers, when made (Main) 1922 (Donkey)
Owners Lloyd Mexicana Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Port Rome Voyage North Europe
If Surveyed Afloat or in Dry Dock afloat in La Spezia Harbour Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
(State name of Dock.) & dry dock

Port No. Port
MBS & ALTERATION & O.F. CONV.
BS* with freeboard 2.50
SS Ant. 1.25
A.S. 2.50
Cargo bottom not fitted
MBS* 1.25
Bl.S 3.50
map 1.25
CL 2.50
Machinery and Boiler Surveys (including date of N.B., if any)

What parts of the Boilers could not be thus thoroughly examined?
Present condition of funnel(s) efficient
PORT BOILER
To what pressure were they afterwards adjusted under steam? 180 lb.
To what pressure were they afterwards adjusted under steam?
and of the Donkey Boilers?
and of the Donkey Boilers?
and of the Donkey Boilers?
Has it a continuous liner?
Has the shaft now fitted been previously used?
Has it a continuous liner?
State date of examination of Screw Shaft
State the wear down in the
Is electric light and power fitted?
If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?
Engine parts, when referred to by numbers, should be counted from forward.

not complete, state what arrangements have been made for its completion and what remains to be done
safety valves of the STARBOARD boiler remain to be adjusted under steam -
was stated that the survey will be completed on the vessel's re-
to Italy in about two months time.

DONE FOR MBS
placed in dry dock, examined propeller, aft end stern bush
connections together with their outside and inside fastenings
found in good condition.
examined H.P. I.P. L.P. cylinders, piston and rods, valves and valve
crossheads, all crank pins, journals together with bottom
bearings and main bearings, holding down bolts,
and intermediate shafts, air pump, water circulating
(see please continuation sheet)

Observations, Opinion, and Recommendation: The machinery of this vessel, so far as now
ly 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
made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS9, 11 B&MS9, 11 LMC9, 11 or LMC 140 lb., FD, &c.)
CS 3, 34.
in good condition and the vessel is eligible in my opinion to remain as now
with fresh record of MBS* 9. 51 - Bl.S 9. 51 on completion of the survey as above
ation of "FITTED FOR OIL FUEL 9. 51 F.P. above 150°F., subject to M.E. L.P. top steam
ck be further examined before the end of September 1952 (12 months time)

MBS & B.S. 47. 98.750
Section 29). 2.035 + 5% Lit. 83.937 = Fees applied for
MBS. Lit. 31.800 LMS 15% " 22.030 = 14. 11. 1951
M. Lit. 19.100 LMS 15% " 16.235 =
Repair Fee (if any) 620.00 Lit. 13.720 =
Section 29). CAR KUND " 5.538 =
Expenses (if chargeable) Lit. 26.759 =
REV. TAX " 5.202 =
Received by me, 19
FRI. 4 JAN 1952

Deferred for imp BS
but MBS* 9.51 subject to M.E. L.P. top steam
Fitted for oil fuel
Lloyd's Register
Foundation
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S/S "VALBRUNA"

pump, feed pumps, ballast and general service pumps, feed water heater coils, pumping arrangements, windlass, and steering engine and found it now placed in good condition.

Condenser examined under full head of water and found tight and satisfactory.

The main steam pipes have been hydraulic test by Registro Italiano Navale at Civitavecchia in March 1951 (see R.I.N.A. certificate N° 23/Hff attached herewith) and it is submitted that this test be accepted by the Committee.

Examined internally and externally the two boilers together with their safety valves, mountings, doors and found in good condition. Afterwards examined the PORT boiler under steam and adjusted the safety valves as above.

Examined the electric generators together with main switch board, electric wiring and fittings, measured the insulation of generators and circuits, electrical installation examined under working condition and found in order.

REPAIRS NOW CARRIED OUT

MAIN ENGINE: Crank shaft bearings adjusted, alignment checked and found satisfactory. Intermediate shaft bearings rimmed. Trust-shoes rimmed. HP & LP bottom end bearings rimmed - HP-IP eccentric straps rimmed. LP-IP piston ring grooves skimmed and new piston rings fitted. HP astern guide-shoe broken now renewed.

AUXILIARY: main condenser circulating pump steam cylinder bored and piston rod skimmed up.

Main condenser 12 tubes found leaking, now renewed.

PORT BOILER

The inboard furnace was found about $3\frac{1}{2}$ " down, now dressed up by rolling process.

All smoke tubes were found thin and renewed.

Both combustion chambers back end plates found slightly distorted between screwed stays and now done: 36 screwed stays renewed and reinforced with welding, instead of being riveted over as previously.

STARBOARD BOILER

N° 5 of smoke tubes found thin and renewed.

In both combustion chambers the back end plates found slightly distorted between screwed stays and H3 screwed stays renewed as for the PORT boiler.

(see please continuation sheet)

S/S VALBRUNA

Other minor repairs now satisfactory carried out.

NOW DONE FOR DOCKING

essel placed in dry dock, propeller, after end stern bush, outside fastenings of sea connection examined and all found in good condition.

NOW DONE FOR S.R.L.

Examined the cracked M.E. L.P. top steam port and found efficient.

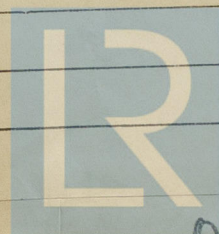
It is however recommended that the same be further examined before the end of September 1952. (12 months) Letter sent the Owner - copy of which herewith attached.

CONVERSION TO O.F. BURNING

An oil fuel burning installation has now been fitted in accordance with the approved plans, Secretary letters, and Rule Requirements. The oil fuel piping, sounding and air pipes, fittings, control of pumps and valves fitted to tanks, obsecration tank for steam exhaust from oil fuel heaters and heating coils, gutterway, fire extinguishing appliances comply with the Rules. The oil fuel pressure pipes, pumps, heaters, fittings and steam heating coils have been tested satisfactorily.

In completion the oil fuel installation and fire extinguishing arrangement examined in operation and found satisfactory.

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