

No. 18449

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

(Received at London Office)

19 NOV 1951

Writing Report 27. 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
 ok. (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.Q. By whom Fraser Brace L.d. | Year. Month. When 1922 same |
| Net 1920 | Engines made at Ampere, N.J. | When 1922 |
| Boilers 1.5B | Boilers, when made (Main) 1922 | By whom Washington Pump & Mfg. (Donkey) |
| Donkey Boilers 180 lb. | Owners Lloyd Mediterranean | Owners' Address (if not already recorded in Appendix to Register Book.) Port home Voyage North Europe |
| Steam Boilers ✓ | Managers ✓ | |
| Oil Boilers ✓ | If Surveyed Afloat or in Dry Dock afloat in La Spezia Harbour & dry dock | Particulars of Classification (which must be inserted precisely as in Register Book & Supplements). |

Port No.

Port

Machinery and Repairs (if any) MBS & ALTERATION & O.F.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly set out at the end of the report. State also the dates and initials of any letters respecting this case

uses where the Surveyor has not made a special damage report he is required to state whether he offered for this purpose, and why they were declined

Report made by anyone else? If so, by whom?

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

| CHARACTER. Date for Special Survey, Date of last Survey and of Periodical Surveys. | Years since last examination | Machinery and Boiler Surveys (including date of N.B., if any) |
|---|---------------------------------------|---|
| MBS* | | MBS* 1. H.F. |
| with freeboard | 2.50 | B.R.S 3.50 |
| | | MSB 1. H.F. |
| SS Aux 1. H.F. | 2.50 | EL 2.50 |
| A.S. 2.50 | | Cargo battens not fitted |

Donkey ✓

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

for what reasons 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?

25th f. 1951

for examine the Safety Valves of the Main Boilers?

yes

Present condition of funnel(s) efficient

PORT BOILER

To what pressure were they afterwards adjusted under steam?

for examine the Safety Valves of the Donkey Boilers?

✓

To what pressure were they afterwards adjusted under steam?

for examine all the manholes, doors and their fastenings of the Main Boilers?

yes

, and of the Donkey Boilers?

for examine the drain plugs of the Main Boilers?

✓

, and of the Donkey Boilers?

for examine all the mountings of the Main Boilers?

yes

, and of the Donkey Boilers?

Shaft now been drawn and examined? no

Has it a continuous liner?

✓

Is an approved oil retaining appliance fitted at the after end?

Shaft changed? ✓ If so, state reasons

Has the shaft now fitted been previously used?

✓

Has it a continuous liner?

Oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

✓

State the wear down in the

H. m/m Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

yes

yes

ion resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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 To complete the Blk. S safety valves of the STARBOARD boiler remain to be adjusted under steam. It was stated that the survey will be completed on the vessel's return to Italy in about two months time.

DONE FOR MBS

placed in dry dock, examined propeller, aft end stern bushing connections together with their outside and inside fastenings sound in good condition - main HP-IP-LP cylinders, piston and rods, rales and rale 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 known, 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 ±LMC 9.11 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 - Blk. S 9.51 on completion of the survey as above. Classification of "FITTED FOR OIL FUEL 9.51 F.P. above 150°F., subject to M.E. L.P. top steam cylinder be further examined before the end of September 1952 (12 months time)

MBS. + B&S. Art. 98.750
 Section 29). LKS. 15% Lit. 83.937 =
 ENS. LIT. 31.800 LKS. 15% 27.030 =
 P. LIT. 15.100 LKS. 15% 16.235 =
 Repair Fee (if any) LKS. 6200 Lit. 13.770 =
 Section 29.) C.R. KNUO -- " 5.638 =
 expenses (if chargeable) Lit. 26.759 =
 REV. TAX --- Lit. 2.022 =

Fees applied for
 Received by me,
 19

DUAL CLASS
 L. R. & R. I.

Engineer Surveyor to Lloyd's Register of Shipping.

Is a Certificate required? If so, to be sent to

Committee's Minute

FRI. 4 JAN 1952

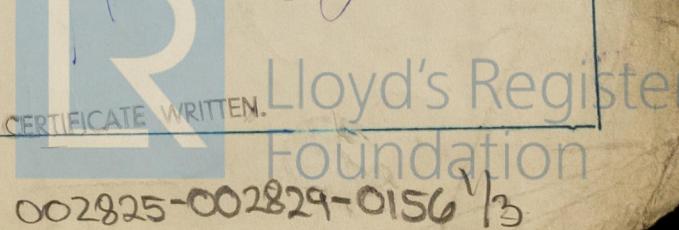
Deferred for work Bl.

but MBS* 5.51 subject to 3.51
 fitted for oil fuel

CERTIFICATE WRITTEN.

002825-002829-0156 M3

0156 2/3



S/S "VALBRUNA".

pump, feed pumps, ballast and general service pumps, feed water heater coils, pumping arrangements, windlass, and steering engine and found all 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 Registri Italiani Marini at Ciriareddia in March 1951 (see R.I.M. certificate N° 231 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 reinstalled. Thrust shoes reinstalled. HP & LP bottom end bearings reinstalled - HP-IP eccentric steaps reinstalled. LP-IP piston ring grooves skinned and new piston rings fitted. HP astern guide-shoe broken now renewed.

AUXILIARY: Main condenser circulating pump - steam cylinder bored and piston rod skinned 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.

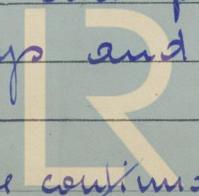
Both combustion chambers back end plates found slightly distorted between screwed stays and now done: 36 screwed stays renewed and reinforced with welding instead of being riveted over as previously.

STARBOARD BOILER

N. 57 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

Vessel 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. (2 months) Letter H 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, observation 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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