

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

(Received at London Office)

AUG 23 1937

Date of writing Report 20.8.37 When handed in at Local Office 20.8.37 Port of HULL
 No. in Reg. Book 17701 Survey held at Hull Date, First Survey 19/7/37 Last Survey 14/8/1937
 on the Machinery of the Wood, Iron or Steel K ITALIA CAESAR
 Tonnage Gross 518 Vessel built at Beverly By whom Lock, Weller & Hemmel Ltd When 1937
 Net 283 Engines made at Hull By whom Amos & Smith Ltd When 1937
 Nominal Horse Power 150 Boilers, when made (Main) 1937 (Donkey)
 No. of Main Boilers 150 Owners The Earl Steam Fishing Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 150 Managers Mr Alec Black Bart Port Grimby Voyage
 Steam Pressure in Main Boilers 220 lb ☒ Surveyed Afloat or in Dry Dock William Wright Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers

Last Report No. Port Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and verification 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 Offered & declined

Was a damage report made by anyone else? If so, by whom? Yes Underwriters Surveyors

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" " Donkey " Boiler Survey not due.

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? 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 screw shaft now been drawn and examined? No Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

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?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

At the engine builders request, Messrs Amos & Smith Ltd Hull, attended on board in William Wright Dock, for examination of damage, stated to have been caused, whilst the vessel was running trials, in the River Humber, on the 14th July 1937.

It was stated by the engine builders representative, that after having run the vessel on the measured mile, a loud report, which appeared to come from the L.P. cylinder, was heard, & thereafter at each stroke of the engine, a clicking noise was heard.

Repair Effected: - On examination of the L.P. cylinder, two fractures were found, in the L.P. valve casing one at the top steam port in way of rib, and one at the bottom steam port in way of rib. Four steel screw stays 1" dia screwed 14 threads per inch were fitted at the top & bottom of the valve chest, as shown in drawing attached.

General Observations, Opinion, and Recommendation: - The machinery of this vessel, as far as now seen, is in a safe working condition, eligible in my opinion to remain as classed without fresh record.

(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, B.S. 0,11, B.&M.S. 0,11, & L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

as now seen, is in a safe working condition, eligible in my opinion to remain as classed without fresh record

The Port Entry reports are sent herewith.

Survey Fee (per Section 29) Damage £ 5 : 5 : 0 Fees applied for 21 AUG 1937
 Special Damage or Repair Fee (if any) LATE ATTENDANCE £ 2 : 2 : 0
 Travelling expenses (if chargeable) £ : : : Received by me, 1.10.1937

Committee's Minute

FRI 27 AUG 1937

Assigned See F.E. mchey rpt

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

004954-004961-0305 1/2

K. "ITALIA CAESAR" (Cont^d)Repair Effected

On completion of repairs the engines were run under working conditions, found satisfactory. The engines were again opened out, screw stays examined & found good, all closed up in good condition, engines again run & found in good working order, the vessel proceeded to sea. Interim Certificate issued.

Whilst on voyage to the fishing grounds, in the North Sea, on the 22nd July 1937, the chief engineer reported, that the main engine rocking shaft gudgeon bearing bracket, on the HP column, had fractured, and the vessel returned to Hull. For further particulars please see log book.

Now Done.

HP Column, found broken in way of rocking shaft gudgeon bearing bracket, renewed

LP Cylinders removed on shore, & a new LP cylinder cast, machined, hydraulically tested to 25 lb/sq. inch, found sound & tight, & fitted on board. Minor repairs effected

On completion of repairs main engines examined under working conditions and found in good working order.

J. A. Orde



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