

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

(Received at London Office 23 APR 1951)

Date of writing Report 20th. April 1951 When handed in at Local Office 21 April 1951 Port of CARDIFF.  
 No. in Survey held at CARDIFF. Date. First Survey 21st. Moh. Last Survey 12th. Apl. 1951  
 Reg. Book. 80142 on the Machinery of the Wood, & Sons Steel Sc. "VALETTA CITY". (No. of Visits 13)

Gross 5487 Vessel built at Glasgow. By whom Napier & Miller, Ltd. Year 1917 Month 3.  
 Net 3406 Engines made at Greenock. By whom J.G. Kincaid & Co. Ltd. When 1917  
 No. of Main Boilers 3 Boilers, when made (Main) 1917 (Donkey) --  
 Owners Pace Bros. Ltd. Owners' Address --  
 Managers -- (if not already recorded in Appendix to Register Book.)  
 Port Malta. Voyage --  
 Steam Pressure 180lb in Main Boilers  
 in Donkey Boilers --  
 Surveyed Afloat Roath Basin. (State name of Dock.)

ast Report No. -- Port --Particulars of Examination and Repairs (if any) B.S. and REPAIRS.

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.

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.

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

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

Donkey " " " "

not, state for what reasons.

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?

Date latest date of internal examination of each boiler All 5/3/51

Present condition of funnel(s) Satisfactory

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes

To what pressure were they afterwards adjusted under steam? 180lbs.

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? Yes

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? Yes

and of the Donkey Boilers? --

Has the screw shaft now been drawn and examined? No Has it a continuous liner? --

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

Has the 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

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? --

Engine 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. To complete B.S. the stay and plain tubes of all boilers require to be renewed before the 30th. June 1951.

Work done.--

All Boilers examined throughout, repairs as under carried out, and safety valves adjusted under steam.

### Work and Tear Repairs:-

Centre combustion chamber wrapper plates cropped and part renewed on port and starboard sides in each boiler, also wrapper plate of starboard combustion chamber, centre boiler, cropped and part renewed on port side.

Upper plates of other wing combustion chambers built up and re-riveted as required.

New stays in way also some wasted stays in c.c. backs renewed.

Combustion chamber back plates reinforced as required in way of local wastage.

Cracks between rivet holes and landing edge of centre back plates veed out and built up. Stayed lower landing at mouth of centre furnace, centre boiler, cropped and part renewed.

General Observations, Opinion, and Recommendation: The Boilers of this vessel are eligible in our

(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 3,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

Decision to remain as classed, with fresh record of B.S. 4,51 when and subject to the stay and plain tubes of all main boilers being renewed before the 30th. June 1951.

Survey Fee (per Section 29) B.S. £10 : : :

Fees applied for

Special Repair Fee (if any) £18 : 18 : :

Received by me,

Travelling expenses (if chargeable) £ : : :

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Committee's Minute TUES. 29 MAY 1951

Signed Defered for comp. B.S.

Engineer Surveyor to Lloyd's Register of Shipping.



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"VALETTA CITY".

Starboard combustion chamber girders, port boiler, built up in way of toes and refitted.

Centre furnaces built up on water side in way of wastage at corrugations.

All bottom manhole flanges built up and doors made good fit.

Internal feed pipes renewed.

Minor repairs to mountings.

Boilers satisfactorily tested by hydraulic pressure on completion of repairs.

Stay and Plain Tubes, found locally wasted around necks at back tube plate.

Stoppers fitted to leaking or badly wasted tubes.

New stay and plain tubes are on order and should be fitted before the end of June 1951, boilers being considered efficient meantime.

