

# Report of Survey for Repairs of Engines and Boilers.

No. *24615*  
 No. in Reg. Book. *Survey held at Hongkong* Date, first Survey *15<sup>th</sup> Mar.* Last Survey *14<sup>th</sup> July* 18*79*  
 on the *British Steam Ship "Venice"* Master *P. L. Rhode*  
 Built at *Newcastle* When built *5<sup>th</sup> May 1874*  
 Tons *1271* Owners *Nelson Dockyard* Port belonging to *London* Years assigned. *100* Character in Register Book. *A1*  
*1898* Classed

Diameter of Cylinders *33" & 64"* Engines made at *Newcastle* When made *1874*  
 Length of Stroke *45"* By whom made *J. Clarke & Co.*  
 Pressure of Steam *70 lbs*  
 Registered Horse Power *180*

## Particulars of Repairs and Examination

The cylinders, pistons, slide valves, slide valve gear, pumps, bed plate, shafting, journals, steam, feed and bilge pipes, and all the sea connections are in very good working order. Stern bearings were examined while the vessel was in Dry Dock in January last, and were then found to be in good condition. Bilges are well cleaned and rose boxes fitted on all the pipes, and Donkey pumps for main boilers and water ballast tanks are in good working order.

Shells of boilers have a few leaky rivets under the bottom, but otherwise are in good order. Furnaces are a little pitted in places, and were bored in what appeared to be the thinnest part, the thickness of the plate was found to be  $\frac{3}{8}$ ths. Tube plates and tubes are in good order, the latter being a new set; combustion chambers were bored and the thickness found to be  $\frac{7}{16}$ ths. Stay stays from crown of combustion chambers to top of boilers were found to be thin, but they have been renewed, while the vessel was in port this time. All the other stays are in good order, the main ones were calipered at the smallest part are  $\frac{2}{8}$  inches in diameter. Steam Dome on port boiler is much corroded on the inside, for half the circumference on the part most exposed to the action of the flame, the plates are grooved near to the landings, they are also pitted and corroded, the rivet heads have lost fibre, and are more or less perished, the outer part of dome and crown plates where further removed from the action of the flame look as good as new. Steam Dome on starboard boiler appears much better than the other, the corrosion being more confined to the bottom. I consider that there is no immediate danger from the defects in steam domes, but would recommend that the steam pressure should not exceed 10 lbs to the square inch, and on the return of the vessel from Calcutta, the defective plates and rivets in the Steam dome of port boiler

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*E. J. Thelmer 25/4/87*

Engineer Surveyor to Lloyd's Register of British & Foreign Shipping  
 Marine Engineer.



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should be cut out and renewed. Starboard Dome to have all bad rivets renewed, and the bottom part where corroded to be lined with soft patches of  $\frac{3}{8}$  plate, in as large pieces as will pass the manhole door, and bolted on with red lead putty. Safety and Stop valves are all in good order, the former are loaded to 70 lbs on the square inch, but until the repairs on the steam domes have been effected. I would recommend that the weights should be reduced to give a pressure of 60 lbs only. Steam gauges to each boiler are correct. Blow off cocks, water gauge cocks, and all boiler connections, are steam tight and properly packed. Smoke box, funnel, boiler saddles, and attachments for securing the boilers in place, are all in good order.

Donkey Boiler with all the mountings and connections are in good order, and the safety valve loaded to 40 lbs.

Received Survey Fee \$50.

J. C. Lillie

Marine Engineer Surveyor

Hongkong 14<sup>th</sup> July 1879.

I have again this day inspected the Boilers of the s.s. "Venice", and I find that all the Repairs recommended in my last Report dated 15<sup>th</sup> March, have been well and properly done. But on account of the deterioration of some parts of the plates, and the diminished sectional area of the main stays, pressure on Safety Valves has been reduced from 70 to 65 lbs on the square inch.

I hereby certify that the whole of the aforesaid Machinery and Boilers of the British Steam Vessel "Venice", whereof P. L. Rhode is Master, 1271 tons register, and 180 Horse Power nominal, have been carefully inspected by me at this port, and I found the same at this date, in good order and safe working condition.

Received Survey & Certificate Fee \$25.

J. C. Lillie

Marine Engineer Surveyor

The machinery of this vessel has been overhauled, and the boiler has in places been found corroded, the pressure was reduced to 60 lbs. In one stay pipe and then the boiler was repaired & pressure increased to 65 lbs being a reduction of 5 lbs from the original. The machinery being in good condition it is submitted that the vessel is eligible to remain as classed.

9/11/79



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