

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

(Received at London Office 27 JAN 1942)

Date of writing Report 3rd DEC. 1941. When handed in at Local Office 19 Port of CAPE TOWNNo. in Survey held at CAPE TOWN. Date. First Survey 1st DEC. Last Survey 2nd DEC. 1941 (No. of Visits 2)

2331 on the Machinery of the Steel "CITY OF PITTSBURG"

Vessel built at Newcastle By whom Palmers' Co. Ltd. When 1922 1

Engines made at do. By whom do. When 1922

Boilers, when made (Main) 1922 (Donkey) ✓

Owners Ellerman Lines Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Hall Line Ltd. Port Liverpool Voyage

If Surveyed Afloat (State name of Dock.) yes

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

st Report No. 1330 Port Cal.

Particulars of Examination and Repairs (if any) *McHugh & Ber Rep.*

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on point of Damage (the cause of which must be stated) should be separated from repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

In 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. ✓

Is 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? ✓

" " Donkey " " " "

If it was not done, 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?

What is the 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 the screw shaft now been drawn and examined? 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 the 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?

What is the 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

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.

It was reported that the top plating of the main condenser was defective.

On examination it was found that the plating was wasted and holed in

50 places at stbd. side and was also wasted at port side. It was recommended

that doubling plates be electrically welded over the top plating of

main condenser at P. & S. sides.

It was also reported that three plain tubes in centre furnace of stbd

boiler were leaking badly. It was recommended that the superheater

elements in way of these tubes be withdrawn, the three tubes be renewed,

and elements be re-jointed.

The above repairs have now been efficiently carried out.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel

(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. 9, 11, B.&M.S. 9, 11, & L.M.C. 9, 11, or

ELMC 140 lb., F.D., &c.)

is eligible in my opinion to remain as classed, without fresh

record of survey.

Fees applied for 2/12/1941

Received by me, 19

Committee's Minute FRI. 6 FEB 1942

Assigned As now

Charles Ritchie
Engineer Surveyor to Lloyd's Register of Shipping.W157-012 Lloyd's Register
Foundation

Shell of main condenser
reinforced & some boiler tubes
replaced.

It is submitted that
this vessel is eligible to
remain as CLASSED.

L.P.
4/2/82



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