

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

(Received at London Office)

Date of writing Report 24-1-36 When handed in at Local Office 27. 1. 36 Port of Glasgow  
 No. in Survey held at Glasgow Date, First Survey 8-1-36 Last Survey 17-1-1936  
 g. Book. 2965 on the Machinery of the Wood, Iron or Steel "CITY OF VENICE"  
 (No. of Visits 7)  
 Gross 8762 Vessel built at Belfast By whom Workman Clark & Co Ltd When 1924-4  
 Net 5492 Engines made at \_\_\_\_\_ By whom \_\_\_\_\_ When \_\_\_\_\_  
 Nominal Horse Power 972 Boilers, when made (Main) 1924 (Donkey) \_\_\_\_\_  
 of Main Boilers 4 Owners Ellerman Lines Ltd Owners' Address \_\_\_\_\_  
 of Donkey Boilers \_\_\_\_\_ (if not already recorded in Appendix to Register Book.)  
 Steam Pressure \_\_\_\_\_ Port Glasgow Voyage \_\_\_\_\_  
 in Main Boilers 230 Managers City Line Ltd  
 in Donkey Boilers \_\_\_\_\_ If Surveyed Afloat or in Dry Dock Queen's Wharf  
 (State name of Dock.)

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

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Years since last survey or since last periodical survey.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1 9, 35		*LMC 8, 32
SS 8, 12-32		BS 8, 35
		TS 9, 35 CL
Fitted for oil fuel 4, 24 FP above 150°F.		

Particulars of Examination and Repairs (if any) Damage & Alterations  
 Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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 yes, not required  
 Is a damage report made by anyone else? If so, by whom? no  
 Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?  
 " " " Donkey " " "  
 If this 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?  
 State the latest date of internal examination of each boiler.  
 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 Boiler?  
 Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?  
 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.  
 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 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 7/8"  
 Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?  
 If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. to complete

Damage stated to have been caused by the vessel striking knuckle of dock wall whilst manoeuvring in Winton's harbour on 3<sup>rd</sup> January, 1936  
 Lower flange of main injection valve broken. Interim Certificate issued from D. Underquae 4-1-36.  
 Repairs now effected by fitting three vertical angle bar 3" x 3" x 5/8" over the crack. These are riveted to the hull plating below the casting and bolted to the valve chest. The crack is filled with port cement and the entire repair is embedded in a cement box. It is safe and good without limitation.  
 A new injection valve complete (22") has been made, examined, tested, above the valve, to 30 lb per sq inch hydraulic pressure and found good. This has been put on board the vessel and will be fitted at the Owners convenience.  
 A blue print showing repairs to the cracked is forwarded herewith.

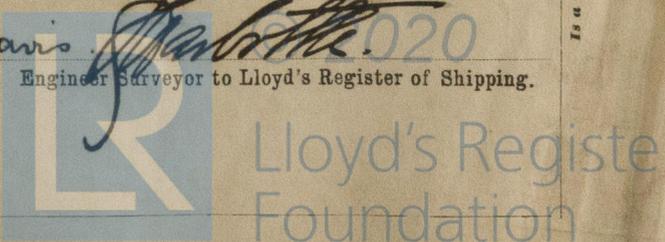
General Observations, Opinion, and Recommendation:—  
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.&M.S. 9, 11, \*L.M.C. 9, 11, or \*L.M.C. 140 lb., F.D., &c.)  
 CS 3, 34,  
 The machinery is in good condition and eligible in my opinion to remain as classed without fresh record. Subject to the main injection valve being renewed at the Owners convenience.

Survey Fee (per Section 29) alterations £ 2 : 2 : Fees applied for 28 JAN 1936  
 Special Damage or Repair Fee (if any) (per Section 29.) £ 4 : 4 :  
 Printing expenses (if chargeable) £ : :  
 Received by me, 28.2.1936  
 S. Davis, 020  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 29 JAN 1936  
 signed As now  
 subject to whd.  
 W236-0010 1/2

Insert Character of Ship and Machinery precisely as in the Register Book.

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



CITY OF VENICE

Docking The propeller and all underwater fittings examined and found in good condition.

Alterations An additional stop valve has been fitted to isolate the port boiler from the forward boiler auxiliary line. The position of a master valve, in the equalising steam range, has been altered to improve access and is now jointed to a tee piece on the port boiler auxiliary stop valve.

All pipes altered to suit these modifications have been tested by hydraulic pressure to 690 lbs. found satisfactory and have afterwards been refitted in the vessel.

A blue print showing these alterations is forwarded herewith.

L. Davis.