

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 Workmanblack & Co Ltd When 1924-4
Net 5492 Engines made at By whom When
Nominal 972 Boilers, when made (Main) 1924 (Donkey) -
orse Power } Owners Ellerman Lines Ltd Owners' Address
of Main Boilers 4 Managers City Line Ltd (if not already recorded in Appendix to Register Book.)
of Donkey Boilers - Port Glasgow Voyage
eam Pressure 230 If Surveyed Afloat or in Dry Dock Queen's Wharf
n Main Boilers (State name of Dock.)
n Donkey Boilers

Last Report No. Port

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 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 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 " " "

Was this 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?

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?

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 $\frac{1}{8}$ "

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

Is electric light and/or power fitted?

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done complete

Damage Stated to have been caused by the vessel striking knuckle of dock wall whilst manoeuvring in Winkles harbour on 3rd January 1936
Lower flange of main injection valve broken. Interim Certificate issued from Dunderque 4-1-36.

Repair 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, 130 lbs 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 repair 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.)

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) alteration £ 2 : 2 :

Fees applied for 28 JAN 1936

Special Damage or Repair Fee (if any) (per Section 29.) £ 4 : 4 :

Selling expenses (if chargeable) £ :

Received by me, 28-2-1936

Committee's Minute GLASGOW 29 JAN 1936

Signed As now

subject to

W.H.D.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W236-0010 1/2

56556

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. C. Davis.



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