

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

(Received at London Office 10 OCT 1934)

Date of writing Report 1/10/34 When handed in at Local Office 1/10/34 Port of Belfast
No. in Reg. Book. 74142 Survey held at Belfast Date, First Survey 10th Sept. Last Survey 27th Sept 1934
(No. of Visits 4)
on the Machinery of the Wood, Iron or Steel S.S. CITY OF VENICE
Tonnage { Gross 8311 Vessel built at Belfast By whom Workman Clark & Co. Ltd When 1924-4
Net 5225 Engines made at " By whom " When 1924
Nominal Horse Power { 972 HP Boilers, when made (Main) 1924 (Donkey) -
No. of Main Boilers 4 SB Owners Ellerman Lines Ltd. Owners' Address "
(if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers - Managers City Line Ltd. Port Glasgow Voyage "
Steam Pressure in Main Boilers 230 lb If Surveyed Afloat or in Dry Dock Alexandra D. D.
(State name of Dock.)
in Donkey Boilers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. PortParticulars of Examination and Repairs (if any) B.S. 1 Dkg

(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.)

In 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 " " " " -

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

Also 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 latest date of internal examination of each boiler After Port, Centre & Starboard Boilers 10/9/34, For'd Boiler 19/9/34

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 235 lb

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? Yes , and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes , 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? 3/16

State 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 16

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

NOW DONE:- Vessel in dry dock; propeller and outside fastenings examined. Sea connections examined.

B.S. All main boilers (4) and their mountings opened out and examined internally and externally. The safety valves adjusted under steam

Repairs:- Several tubes re-expanded. A number of c.c. stay nuts renewed.

General Observations, Opinion, and Recommendation: The machinery of this vessel is

(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.)

eligible, in my opinion, to remain as classed with fresh record of B.S. 934

Survey Fee (per Section 29) B.S. £ 5 : : : Fees applied for 9th Oct 1934

Special Damage or Repair Fee (if any) (per Section 29.) £ 1 : : : Received by me 1.12.34

Travelling expenses (if chargeable) £ 1 : : : 3/12

Committee's Minute FRI. 19 OCT 1934

Assigned 19.34

John Rundle
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W236-0020

BS due 9.34 party held 5.34,
now re-held.
Looking

It is submitted that
this is used to digitize for
THE RECORD. BS 9.34.

204
16/10/34.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.