

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

6 OCT 1933

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 5th Oct 1933 Port of Belfast.

No. in Reg. Book. 23756 Survey held at Belfast Date, First Survey 30th May Last Survey 27th Sept 1933 (No. of Visits 23.)

on the Machinery of the Wood, Iron or Steel S.S. "CITY OF VENICE"

Tonnage { Gross 8308. Net 5223. Vessel built at Belfast By whom Workman, Black & Co. Ltd. When 1924-4.

Nominal Horse Power 942. Engines made at Belfast By whom Workman, Black & Co. Ltd. When 1924.

No. of Main Boilers 4. Boilers, when made (Main) 1924. (Donkey) ✓

No. of Donkey Boilers ✓ Owners Ellerman Lines Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) Port Glasgow. Voyage

Managers City Lines Ltd.

If Surveyed Afloat or in Dry Dock Alexandria Id. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) BS & Machinery alterations.

Periodical Surveys, when held, must be reported in detail and seriatim 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.

Has a damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services or 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. 2/10/33 7/10/33

Do. " Donkey " " " " ✓

Was 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 230 lbs. a"

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? ✓ , 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? Yes. 4/9/33. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? No. 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 distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 9/4"

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

Now done. Vessel placed in dry dock, propeller and outside fastenings examined. Screw shaft drawn in and examined.

The exhaust turbine geared to generator and the propulsion motor, the details which are given in the Manchester report No 7842 have been satisfactorily installed on the vessel. The exhaust turbine & generator have been fixed on the tweendeck flat on the port side of the main engine room. The motor has been directly coupled to the main line shafting & fixed in a watertight recess opening out from the tunnel in No 6 hold. The line shafting aft of the propulsion motor has been renewed to 16" dia as approved (London letter dated 24th April 1933). The thrust shaft which is fitted forward of the propulsion motor has been renewed and a Mitchell type thrust block fitted. The new thrust shaft is 16 1/4" dia. The 2 lengths of line shafting & the thrust shaft are stamped [LLOYD'S NO 4536. R.L.A 10/8/33.]

A new main condenser together with a Heins augmentor plant, main & bilge injection P.T.O

General Observations, Opinion, and Recommendation:—

The machinery of this vessel is eligible (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, or L.M.C. 9,11, 140 lb., F.D., &c.)

In our opinion, to remain as classed in the Register Book, with a fresh record of BS. 6, 33.

LP 9, 33. Nominal HP 942 and description LP turbine with Electric drive. HP cylinder 28 1/4"

Belfast letter dated 19th April 1933)

Survey Fee (per Section 29) £ 5 : 0 : 0 Fees applied for 5th Oct 1933

Special Damage or Repair Fee (if any) £ 5 : 5 : 0 (per Section 29.)

Travelling expenses (if chargeable) £ :

Received by me, John K. Williams. & R. J. Armes 1.11.1933

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 20 OCT 1933 TUE. 23 JAN 1934

Assigned BS. 9.33 FRI. 19 OCT 1933

Note Eng. plns. & dia. HP cyl. NHP 972



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

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

valves, overboard discharge valve and suction and discharge pipes fitted.

Main engine exhaust pipes renewed and fitted with change over valves to plant & condenser. a new main circulating pump and engine fitted. (Drysdal Thermall).

a stand by lubricating oil pump (Weiss) together with its connections for lubricating generator plant fitted on tween deck flat.

Various feed pipes & bilge pipes have been renewed to fit in with the new arrangement & tested under hydraulic pressure to rule requirements.

The main engines were partly dismantled for access and refitted in good order.

The electric cables, connections & fittings were fitted in the vessel under survey and to the approved plans.

The main and auxiliary machinery was tried out at a sea trial with satisfactory results. The main engines were manoeuvred with the turbo-generator working and the power on the propelling motor and the various cut outs worked satisfactorily.

The maximum IHP developed was, reciprocating engine 4400
turbine 1560
5960 at 96 rev.

HP cut off $35\frac{3}{4}$ "

The maximum HP cut off is $36\frac{1}{8}$ " but as the vessel was light the engine could not be opened out to the maximum without increasing the revolutions beyond what was considered advisable.

after the turbo-generator set had been running for about 2 hours, a satisfactory test was carried out to rupture the fuses connected to the field and alarm circuits. 4 heater elements of 3 kilowatts were connected in parallel with the field winding. These were switched on with the turbo-generator set in operation & the fuses of 4 strands of 33 SWG copper wire were blown. The fuses were replaced and the same test carried out 3 times within 10 minutes. A megger test was afterwards made of the whole system with satisfactory results.

All main boilers examined internally and externally, together with their mountings, safety valves, doors and fastenings.

The starboard furnace of the port main boiler was found to be badly distorted and was jacked to a fair shape and is now considered efficient.

Main boiler safety valves adjusted under steam as stated.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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