

SS. "PARIS CITY" Damage Repair:- Tips of propeller blades repaired (approx. 6" broken off one blade tip); stem bush rewooded.

Now Done for +LMC:- Vessel placed in dry-dock; examined propeller & outside fastenings, sea valves (opened), stem bush, screw shaft (drawn). Examined opened up main engine cylinders, pistons, covers, valves & valve chests, rods, crank, thrust & intermediate shafts & bearings, attached & auxiliary pumps & pumping arrangements, condensers (tested), holding-down bolts, steering engine, windlass, steam pipes (steel) examined & tested as per Rules, electrical installation.

Port, Starb. & auxiliary boilers examined in their entirety with their mountings, doors & fastenings. Boilers examined under steam & safety valves adjusted to 220 lbs/2.

W & T. Repair:- Tips of propeller blades repaired (approx. 6" broken off one blade tip), stem bush rewooded. All main bearing bottom halves re-shit & metallized, crankshaft bedded in & re-aligned satisfactorily. H.P. spare bottom end bearing fitted and working bearing re-shit & metallized & placed on board as spare. H.P. valves & gear overhauled by makers. L.P. valve rod & H.P. & I.P. valve & piston rods skimmed & glands renewed. One holding-down bolt renewed (fractured). After main feed pump water end renewed in G.M. (previously C.T., fractured). Feed pumps' suction to bilge line disconnected & blanked off. G.S. pump steam end renewed (wear). G.S. pump suction to bilge line disconnected & blanked off. Auxiliary condenser door renewed (corrosion).

Both dynamos engine cylinder liners renewed, valve chambers rebored & piston valves renewed. Windlass top end pins & brones renewed (wear). Aux. City. pump renewed and connections installed satisfactorily (Lanord No. 21103, 8" x 9" x 8").

Head water funnel fitted.

Port boiler main stop valve seat renewed (stuck) & minor repairs effected to all boiler mountings. A few tubes in all boilers re-expanded. C.P. & furnace mouth seams overhauled & rescrewed.

Conversion to Superheat:- North Eastern Marine make tube type superheater fitted to Port & Starb. main boilers "SH. 1081, LLOYD'S TESTED, A.W." (Cert. No. C27856 and schedule herewith). Saturated main & auxiliary steam lines modified, new superheated steam lines, valves, Cockburn's spring loaded safety valves and M.E. intermediate stop valve (LLOYD'S TESTED J.W.N.) examined, listed & installed in accordance with the Rules & approved plans. Superheater safety valves adjusted under steam to 220 lbs/2.

Superheater:- 124 elements, 7 1/2" I.D., 2 1/2" thick, T.H.S. 2,250°F, drain of safety valves 2 1/2". Steam lines to the following auxiliaries modified or renewed (steel) to carry superheated steam:- Steering engine, dynamos & fan engine, main circulating & both main feed pumps. Additional lubricating oil pumps fitted to above auxiliaries and main engines.

Feed lines modified, all new lines (copper) listed and additional pressure feed fitted "VDL type, No. 1185 LLOYD'S TESTED, 31.3.48 R.M.H.", and pressure feed heater "VDL type, No. 1217", fitted satisfactorily.

Conversion to oil fuel Burning:- Port, Starboard & auxiliary boiler furnaces and furnace fronts modified to burn oil fuel. Oil fuel units, transfer pump, O.F. filling, oily bilge & O.F. pressure lines, steam smothering system, O.F. settling tank, separators, heaters, pneumatic tank jacks, remote valve controls examined, fitted & tested as per Rules and approved plans. Accumulation test on main boilers carried out with satisfactory results.

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Additional Machinery:- Two main & one lighting-up O.F. units, O.D. No. 8789, "LLOYDS Nos. 16865/6 A.W.", pump Nos. 416918 & 416940 Weirs, Cyls. No. C28206 & C27940 herewith.

O.F. transfer pump, Weir, No. 24075, 8" x 7" x 18"

C.M.E.W. Duplex O.F. separator No. 1153, "LLOYDS TESTED, 3.5.47 J.F."

C.M.E.W. O.F. heater No. 1167, "LLOYDS TESTED, 29.10.47 J.F."

Coastguard Oil Water Separator " LLOYDS TESTED 4.48 TAO"

9 dayside trials of main engine & auxiliaries carried out & witnessed with satisfactory results.

Seven oil fuel & superheaters plans herewith.

Electrical Installation Two 12 K.W. sets.

Both dynamos overhauled, commutators skimmed, tested & re-varnished.

Additional lighting circuits & points fitted in stokehold & engine-room in connection with O.F. conversion.

Electric lighting & fitting entirely renewed in after accommodation where extensive repairs & alterations carried out.

All circuits megger tested and insulation resistance found satisfactory. Dynamo engine governors tested & found satisfactory.

W.S.

SURVEYOR TO LLOYD'S REGISTER,
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Lloyd's Register
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