

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

27 JAN 1949

NEWCASTLE-on-TYNE

Date of writing Report.....19..... When handed in at Local Office.....19..... Port of.....

No. in Survey held at North Shields Date. First Survey 9. 9. 48 Last Survey 30. 12. 1948
(No. of Visits 34)

70897 on the Machinery of the Wood, Iron or Steel s.s. "PARIS CITY"

Gross 7056. Vessel built at Barron. By whom Vickers Armstrongs Ltd. Year. Month. 1941 12
Net 5079. Engines made at Glasgow By whom Barclay Curle & Co. Ltd. When 1941
Nominal Horse Power 516. Boilers, when made (Main) 1941 (AUX) (Donkey) 1941
of Main Boilers 258. Owners Leeds Shipping Co. Ltd. Owners' Address
of Donkey Boilers 158. Managers Sir Wm. Reader Smith & Sons, Ltd. (If not already recorded in Appendix to Register Book.)
Steam Pressure 220 lbs/0. Port BIDEFORD. Voyage
in Main Boilers 220 lbs/0. If Surveyed Afloat or in Dry Dock Both
in Donkey Boilers 220 lbs/0. (State name of Dock.) (Smith's Dock Co. Ltd.)

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

CHARACTER.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
* for Special Survey. Date of last Survey and of Periodical Surveys.		
+ 100 A1.		+ LMC. 12. 45.
with fuel board. 9. 47.		BS. 9. 47.
SSCF. No. 1 - 45.		CL. 8. 46.

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 Not required.

Is a damage report made by anyone else? If so, by whom? Underwriter's surveyors.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes.

Did not, 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? None.

What is the latest date of internal examination of each boiler? P. S. & Aux. 4. 11. 48 Present condition of funnel(s) Efficient.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 220 lbs/0.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes. To what pressure were they afterwards adjusted under steam? 220 lbs/0.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Donkey Boilers? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. and of the Donkey Boilers? Yes.

Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers? Yes.

Has the screw shaft now been drawn and examined? Yes. Has it a continuous liner? Yes. Is an approved oil retaining appliance fitted at the after end? No.

Has the shaft now been changed? No. If so, state reasons None. Has the shaft now fitted been previously used? Yes. Has it a continuous liner? Yes.

Is an approved oil retaining appliance fitted at the after end? Yes. State date of examination of Screw Shaft 8. 10. 48. State the wear down in the stern bush Renewed.

Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

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

1. Heavy weather damage stated to have been sustained whilst on a voyage from U.K. to West Africa during August, 1947.

Work Done for Damage 1:- Examined & opened up main engine cylinders, pistons, covers, valves & valve chests, rods, cranks, thrust & intermediate shafting & bearings, attached pumps, holding down bolts, steering engine.

Damage repairs:- All bottom halves of main bearings & M.P. guide shoe re-shiled & metallized (wiped); crankshaft bedded in & aligned satisfactorily. H.P. bottom end bearing space fitted & working bearing re-shiled & metallized & placed on board as spare. H.P. valves & fuel overhauled by makers. One H.D. bolt renewed (fractured).

2. Damage stated to have been sustained when leaving West Africa, West Africa, on 20. 8. 47 and propeller stands a submerged object.

Work Done for Damage 2:- Vessel placed in dry-dock; examined propeller & stern bush, screw shaft (drawn). (See continuation sheet).

General Observations, Opinion, and Recommendation:- The machinery of this vessel is in good order

(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

and eligible in my opinion to remain as classed in the Register Book with fresh record of + LMC. 12. 48, TSCL. 10. 48, Fitted for oil fuel 12, 48, F.P. above 150°F., Fitted for superheated Port starboard main boilers.

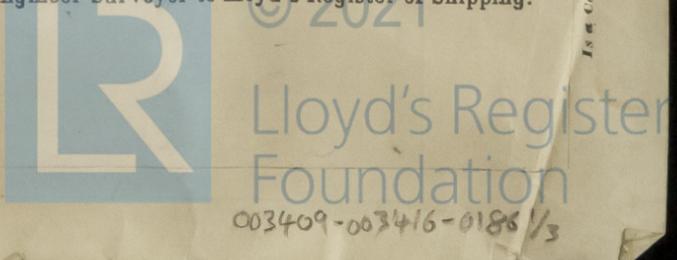
Note for R.B.: G.C. fitted.

Survey Fee (per Section 29)	Fees applied for
+ LMC 32	20 JAN 1949
Supervision 2	
Special Damage or Repair Fee (if any) 30	
Medical certificate 5	
Traveling expenses (if chargeable) 15	
Committee's Minute 10	

Received by me, W. H. Allan, Engineer Surveyor to Lloyd's Register of Shipping.

18 FEB 1949

CERTIFICATE WRITTEN.



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

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

Work Done for +LMC:- Vessel placed in dry-dock; examined propellers & 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, windless, 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-shite metalled, crankshaft bedded in & re-aligned satisfactorily. H.P. spare bottom end bearing fitted and working bearing re-shite metalled & placed on board as spare. H.P. valves & gear overhauled by makers. L.P. valve rod & H.P. & I.P. valve & piston rods skinned & 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 cylinders liners renewed, valve chambers rebored & piston valves renewed. Windless top end pins & brasses renewed (wear). Aux. Circ. pump renewed and connections installed satisfactorily (Lanard 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 & reworked.

Conversion to Superheat:- North Eastern Marine make tube type superheater fitted to Port & Starb. main boilers "SH. 1081, LLOYD'S TESTED, AW" (Cert. No. C27856 and schedule herewith). Salivated main & auxiliary steam lines modified, new superheated steam lines, valves, Cochran'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#, drain of safety valves 2 1/2". Steam lines to the following auxiliaries modified or renewed (steel) to carry superheated steam:- Steering engine, dynamo & fan engines, 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 filter "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 gauges, remote valve controls examined, fitted & tested as per Rules and approved plans. Accumulation test on main boilers carried out with satisfactory results.

(Continued Page 3.)

ss. "PARIS CITY"

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, Cols. Nos. 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 days trials of main engine & auxiliaries carried out & witnessed with satisfactory results.

Seven oil fuel & superheater 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 & fittings entirely renewed in after accommodation. Some 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,
NEWCASTLE-ON-TYNE



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Lloyd's Register
Foundation

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