

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

(Received at London Office 25 JAN 1930)

24/1/30

Port of Newcastle-on-Tyne

Date of writing Report

When handed in at Local Office

24/1/30

Port of Newcastle-on-Tyne

No. in Regk.

Survey held at

181

Kallsend

Date, First Survey

23rd Oct 1929

Last Survey

15 Jan 1930

No. of Visits

30.

on the Machinery of the Wood, Iron or Steel

S.S. City of Cambridge

Gross Tonnage

4056

Net Tonnage

1859

Vessel built at

Belfast

By whom

W. S. Workman Clark & Co. Ltd

When

1921-2.

Nominal Horse Power

459

Engines made at

do

By whom

do

When

do

No. of Main Boilers

3

Boilers, when made (Main)

1921

(Donkey)

✓

No. of Donkey Boilers

2

Owners

City Line Ltd

Managers

W. S. Workman

Owners' Address

(if not already recorded in Appendix to Register Book)

Port

Glasgow

Voyage

New York.

Surveyed Afloat or in Dry Dock

W S Coy Quay & D.

(State name of Dock.)

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

CHARACTER, for Special Survey Date of last Survey and of Periodical Surveys.

100 A.1. 10-28

SS 1-28

Machinery and Boiler Survey (including date of N.B., if any).

+ LME 8-28

BS 4-28

TS CL 4-28

Fitted for oil fuel 2-21

FP above 150°F.

Last Report No.

Port

City of Cambridge

Particulars of Examination and Repairs (if any) *Superheaters, + LME & Docking.*

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.

On 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*

Do. " 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? *yes*

Did the Surveyor examine the Safety Valves of the Main Boiler? *yes* To what pressure were they afterwards adjusted under steam? *225 lbs.*

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 Boiler? *✓*

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* 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 *✓* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *✓*

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? *1/32"*

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

For + L.M.C.

Examined Cylinders slides cross & pistons, crank shaft & bushes Thrust Shaft & cross & tunnel shafting.

New Perlit liner fitted in HP cylinder.

New rings fitted in HP & MP pistons

New HP & MP perlit in pistons valves & liners fitted.

all Piston rods & HP & MP valve rods skinned up in lathe & new packing fitted.

Condenser removed & a new condenser of the "Regenerative" type made by the W.S. Co. fitted, Tested to 15 lbs. Vacuum augmentor fitted to suit same.

New circulating pump fitted to existing engine.

General Observations, Opinion, and Recommendation:— *The machinery of this*

(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, E.S. 9, 11, L.M.C. 9, 11, or L.M.C. 9, 11, 14, 15, E.D., &c.)

Vessel is now in good & safe working condition & eligible in my opinion to remain as classed and have records + L.M.C 1-30. Tail Shaft seen, C.L 1-30. Fitted with "SS turbine with double reduction gearing & hydraulic coupling". The vessel's name may be deleted from the S.R. list for smokehot door repairs.

Survey Fee (per Section 25)

£ 14. 0. 0

Special Damage or Repair Fee (if any) (per Section 26.)

£ 15. 15. 0

Travelling Expenses (if chargeable)

£ ✓

Fees applied for

24 JAN 1930

Received by me,

1. 3. 1930

Engineer Surveyor to Lloyd's Register of Shipping.

William Butler

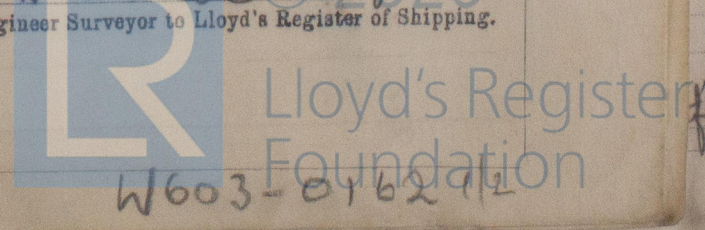
220

Committee's Minute *FRI. 14 FEB 1930*

Assigned *+ L.M.C 1-30 without oil condn.*

W.S. 1-30

CERTIFICATE WRITTEN 0.330



25 JAN 1930

S/S "City of Cambridge"

New main injection and discharge valves & pipes fitted to suit new circulating app & condensers.

Air feed bilge pumps, opened up examined & overhauled, independent feed, bilge & ballast pumps examined & overhauled.

Bilge & ballast & oil fuel pumping arrangements found satisfactory. Steering engine & Windlass examined & overhauled.

Propeller, tail shaft & fastenings, sea cocks & valves internally & externally examined & all found in good order.

Crank shaft lifted, white metal in bearings found in poor condition. I.P. pin found badly scored, Crank shaft sent to Darlington Forge to have I.P. pin turned up in lathe, all bearings, top & bottom, re-metalled & Crank shaft fitted & lined up true. Bottom end bushes re-metalled. Thrust shaft & block removed & new Michell thrust fitted to suit new arrangement for Exhaust turbine.

New seating constructed for I.P. turbine & gears.

General shafting lined up.

I.P. double reduction geared turbine fitted, connected to the main shafting by a hydraulic coupling, see separate report.

Main engine cylinders taken ashore for fitting of turbine, re-erected & lined up true.

Main Boilers examined internally & externally with their mountings & all found in good condition.

All mountings cleaned & overhauled.

Main steam pipes taken down, annealed, tested & refitted, new steel pipes fitted for superheated steam (tested to 645 lbs/sq in)

Superheaters fitted to all boilers, see separate report.

Main Boilers sealed & cleaned & repairs effected of a minor nature. All smokebox doors & casings overhauled. Safety valves adjusted under steam as stated.

Engines tried under steam under working conditions & all found satisfactory.

William Butler.



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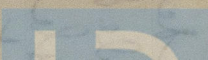
Lloyd's Register

W603-0162-1/2

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 1.30. without
Epl condiz

8/2/30

NHP 759



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Foundation