

Rpt. 9

Date of writing report 7th October, 1958

Survey held at Kamaishi

Received London

No. of visits 1

Port YOKOHAMA

First date and

No. 2720

Last date 6th October, 1958

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 62457 Name M.V. ^{S.S./} "GOOD HOPE" Gross tons 6716 Date of build 9 - 1920
 Owners Gibson Shipping Co., Inc. Managers - Port of Registry Panama
 Engines made 1925 By Sulzer Bros. Ltd. Winterthur Type Oil Engine 2SA 8 cyl. 680 x 1200 mm
 refitted 1931 No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -
 No. of Aux/Donkey Boilers 2 db W.P. 142 lb.
 Surveyed Afloat or in Dry Dock afloat
 Nature of Survey SRL
 Was Damage Report issued? No Int. Cert.? Yes
 Last Report (For Head Office only)

| Hull | Machinery |
|-------------------------------|------------|
| 100 A1 | LMC 10/57 |
| Shelter dk. with fbd. | BS d 4/58 |
| carrying vegetable oil in DTs | TS CL 9/57 |
| SS Kob (Dr) 10/57 | Sps 10/57 |
| Dkg. 12/57 | |

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers..... Wear Down of Stern Bushes..... Oil Glands..... Sea Connections.....
 Fastenings..... Has Screwshaft Tubeshaft been drawn?..... Date of Examination..... Has Shaft been changed?.....
 Has Shaft now fitted been previously used?..... Has Shaft now examined/fitted a continuous liner?..... Approved oil gland?.....

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides (Side, Centre)
- 4 Crankpins & Bearings (Side, Centre)
- 5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

- 6 Cyls., Covers, Pistons & Rods No. 2 LP †
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

- 11 Cyls., Covers, Pistons & Rods
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

- 18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, so far as now seen, is in efficient condition and eligible in my opinion to remain as now classed without fresh record of survey, subject to Main Engine No.2 journal and No.5 crank shaft forward web being re-examined by 12/58 (6 mos. limit) and to Main Engine not to exceed 90 r.p.m. meantime as previously recommended, and to No.2 main engine driven compressor L.P. Cylinder Metallock repairs being specially examined by the end of December, 1958 (3 mos. limit).

Date of Committee TUESDAY 28 OCT 1958

Decision As now subject

40m,4,57. T. (MADE AND PRINTED IN ENGLAND.) /hy

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

002838-002845-0272

If certificate is required state where to be sent

LLOYD'S



Surveyed the Machinery...
 I will recommend...
 in connection therewith...
 London, a...
 that I will...
 1958...
 the vessel...
 the machinery...
 examined by 12/58 (6 mos. limit) as previously recommended...
 its now examined...
 (C.S. Items only)

Certificate is issued upon the...
 the Committee of the Society...
 is to be understood that neither...
 is to be held responsible for any...
 the Register Book or other...
 or any Member thereof, or...



32 Essential Independent Pumps (Identify by position)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....

38 Independent Air Compressors, Coolers & Safety Devices.....

39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....

41 Oil Fuel Tanks (Not forming part of hull structure).....

42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....

44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

ELECTRICAL EQUIPMENT

| PROPULSION | PORT | STARBOARD | AUXILIARY EQUIPMENT |
|----------------------------------|------|-----------|--|
| a Generators | | | l Generators & Governors..... |
| b Exciters..... | | | m Motors..... |
| c Air Coolers..... | | | n Switchboards & Fittings..... |
| d Motors..... | | | o Circuit Breakers..... |
| e Air Coolers..... | | | p Cables..... |
| f Control Gear, Cables, etc..... | | | q Insulation Resistance..... |
| g Insulation Resistance..... | | | r Steering Gear Generators and Motors..... |
| h Insulating Oil Test..... | | | s Navigation Light Indicators..... |
| i Overspeed Governors..... | | | |
| j Magnetic Couplings..... | | | |
| k Air Gap..... | | | |

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, DONKEY or PRESS.....

Superheaters

Safety Valves

Mountings, Doors & Fastenings.....

Safety Valves Adjusted to { Sat.....
Spt.....

Boiler Securing Arrangements.....

Main Economisers..... Exhaust Gas Heated Economisers.....

Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Forced Circulating Pumps.....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel.....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main..... Auxiliary (over 3 in. bore).....

Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

S.R.L.:— (Please see Kobe office letter addressed to Yokohama Surveyors dated 25th September, 1958).

NOW DONE:—

No.2 main engine driven Compressor L.P. cylinder opened up (piston not drawn) and Metalock repairs to upper air ports only examined and found to continue efficient, and it is recommended that the Metalock repairs to No.2 M.E. driven Compressor L.P. cylinder be specially examined by the end of December, 1958.

Note:— Chief Engineer stated that no trouble had been experienced with this compressor.

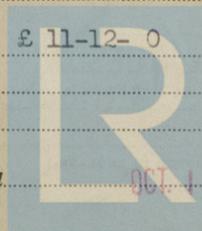
LEAVE THIS SPACE BLANK

Survey fees ... £ 15- 0- 0

Damage fee ...

Expenses... £ 11-12- 0

Date when A/c rendered



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Lloyd's Register
Foundation

NOV 10 1958
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