

Rpt. 9

Date of writing report 7th October, 1958

Survey held at Kamaishi

Received London

Port YOKOHAMA

No. 2720

No. of visits 1

First date and

Last date 6th October, 1958

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 62457 Name M.V. S.S. "GOOD HOPE"

Owners Gibson Shipping Co., Inc.

Gross tons 6716

Date of build 9 - 1920

Engines made 1925 By Sulzer Bros. Ltd. Winterthur

Port of Registry Panama

No. of Main Engines 1 No. of Screws 1

Type Oil Engine 2SA 8 cyl. 680 x 1200 mm

No. of Main Boilers - W.P. -

Records of Survey & Special Notations as per Register Book

No. of Aux/Donkey Boilers 2 db W.P. 142 lb.

Surveyed Afloat or in Dry Dock afloat

Nature of Survey S.R.L.

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.....

16 SCAVENGE BLOWERS.....

17 SUPERCHARGERS.....

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts.....

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES).....

20 STEAM COMPRESSORS.....

21 CLUTCHES & HYDRAULIC COUPLINGS.....

22 REDUCTION GEARING.....

23 THRUST BLOCKS, SHAFTS & BEARINGS.....

24 INTERMEDIATE SHAFTS & BEARINGS.....

25 HOLDING DOWN BOLTS & CHOCKS.....

26 CONDENSERS (MAIN & AUX.).....

27 STEAM RE-HEATERS.....

28 DE-SUPERHEATERS.....

29 STOP & MANOEUVRING VALVES.....

30 MAIN ENGINE DRIVEN PUMPS.....

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES.....

Have Main Engines been tested working and manoeuvring?.....

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

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)

Table with 4 columns: PROPULSION, PORT, STARBOARD, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, and 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
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

