

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

(Received at London Office

23 JUL 1953)

Date of writing Report 17th July 1953. When handed in at Local Office 22nd July 1953. Port of MIDDLESBROUGH.

No in Reg. Book. Survey held at Middlesbrough. Date. First Survey 19th March Last Survey 16th July 1953. (No. of Visits 24)

12360 on the Machinery of the ~~Wessex~~ Steel s.s. "HARTBRIDGE".

Tonnage { Gross 5136
Net 3131
Nominal Horse Power 472 MN

Vessel built at West Hartlepool. By whom W. Gray & Co. Ltd.,
Engines made at West Hartlepool. By whom Cen. Mar. Eng. Works.
Boilers, when made (Main) 1927 (Donkey)

Year. Month.
When 1927 4
When 1927 4

No. of Main Boilers 2SB & 1 Aux.
No. of Donkey Boilers -
Steam Pressure in Main Boilers 180lbs.

Owners North of England S.S. Co. Ltd., Owners' Address
Managers Crosby Sons & Co. Ltd. Port West Hartlepool
If Surveyed Afloat or in Dry Dock Smith's Dock.
(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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*100 A1 6.52.		*LMC 5.48
ss Cff. 5.48		BS 6.52.
		TS. CL. 11.51
Cargo battens not fitted.		

Last Report No. Port

Particulars of Examination and Repairs (if any) *LMC & Repairs.

(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.

In 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 through examination at this time? Yes.

Donkey " " " " None.

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined? None

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? 27.5.53.

State latest date of internal examination of each boiler. Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180lbs/sq.in.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - 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 Boilers? -

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

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

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

Has shaft now been changed? - If so, state reasons. - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft. - State the wear down in the stern bush. 1/8 F. 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

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

*LMC Survey.

Now Done for Docking.

Vessel placed in drydock, propeller and fastenings, outside fastenings of sea connections and sea cocks and valves (opened up) examined and found or placed in good order.

Now Done for M.S.

All cylinder, pistons, valves, all shafting including crank, thrust and intermediate shafting with their bearings, pumps, condensers, steering engine, fam engine, heater, windlass and dynamo engines opened up examined and found or placed in good order.

Condensers tested and found tight. Arrangement of sea and bilge connections examined and found or placed in good order.

On completion bilge pumping tests were carried out and found satisfactory. Evaporator with all mountings examined and found or placed in good order. continued.....

General Observations, Opinion, and Recommendation:—

(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.)

The machinery of this vessel as far as now seen is in good condition and eligible in my opinion to remain as now classed with fresh record of Survey *LMC 7.53 and the Auxiliary Boiler to be deleted from the Society's Register.

Survey Fee (per Section 23)	M.S.	£ 32 - -	Fees applied for 22/7/1953 Received by me, 19
	B.S.	£ 10 - -	
Special Damage or Repair Fee (if any) (per Section 23.)	Elect.	£ 6 - -	
	Repairs.	£ 10 10 -	
Travelling expenses (if chargeable)		£	

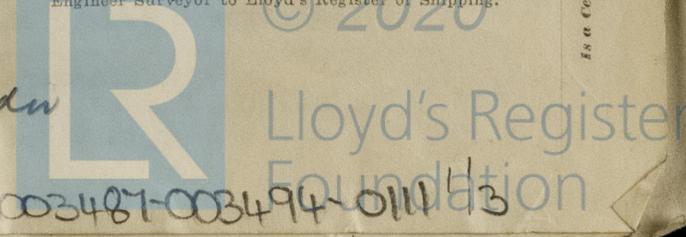
Committee's Minute THURSDAY 20 AUG 1953

Assigned + Lmc 7.53 without spec can

Delete aux ber parts.

CERTIFICATE WRITTEN

Signature of Surveyor: J. Smith for self, C.H. Street & G.O. Winks. Engineer Surveyor to Lloyd's Register of Shipping.



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

"HARTBRIDGE" (Machinery).

On completion safety valves were adjusted under steam.

Main steam pipes examined under an hydraulic test of 360lbs/sq.in and found in order.

On completion the main and auxiliary machinery was tried under normal working conditions and found in order.

Now Done for B.S.

The boilers were examined internally and externally together with the safety valves, mountings, manholes, doors and fastenings and found or placed in good order.

On completion the safety valves were adjusted under steam to 180lbs/sq.inch and found satisfactory.

The Auxiliary Boiler has been removed by the Owners at this time and it is submitted that it be deleted from the Society's Register.

Electrical Installation.

Generator Sizes - 1 @ 15 K.W. & 1 @ 8 K.W.

The electrical installation including generators, cables and all fittings examined and repairs effected.

On completion the whole installation tested for insulation resistance found or placed in good order and satisfactory governing tests carried out.

Repairs.

Docking - propeller wedged up and nut hardened. New locking arrangements fitted.

Machinery

Main Engine - Nos. 4 & 5 main bearings bottom halves remetalled. 2 H.P. eccentric straps top halves remetalled. Attached air pump crosshead journals skimmed and new link brasses fitted.

Various adjustments carried out.

New L.P. crank was fitted at this time certificates regarding which are attached hereto (See West Hartlepool Report Nos. C.1874 and C.1985 and Sunderland Report No. F.16067).

The crankshaft impression was examined after bedding in and alignment checked and all found satisfactory.

Auxiliary Machinery.

General Service Pump - One water end liner and 2 buckets renewed. Suction and delivery valve seats machined and new spindles and valves fitted. Valve gear overhauled.

Feed Pumps (2) - Bucket rings renewed and valve gear overhauled.

Steering Engine - Both valve spindles renewed.

Aux. Condenser Circ. Pump - Water end chambers buffed and new rings fitted to buckets. Valve gear overhauled.

Main Condenser. - 39 tubes renewed.

Auxiliary Condenser - 25 tubes renewed.

Inboard Generator. - Piston valve and spindle renewed.

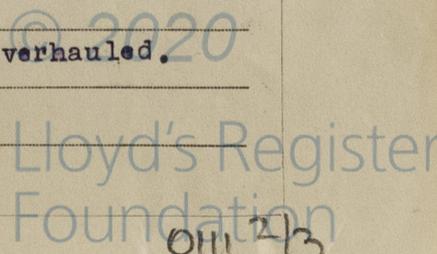
Outboard Generator - Valve spindle renewed.

Evaporator - safety valve springs renewed.

Windlass. - top end pins renewed. Valve spindles renewed and brakes overhauled.

Reversing Engine - Bottom end bearing renewed and top end rebushed.

continued..



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"HARTBRIDGE" (Machinery).

Bilge pumping arrangements.

All strainer plates and strum boxes renewed. Several lengths of bilge piping renewed.

Boilers.

Port Boiler - Several plain tubes expanded and 1 stay tube renewed.

Some caulking carried out on landings of combustion chambers.

Minor repairs effected to mountings.

Starboard Boiler - Several tubes expanded and 1 stoppered plain tube renewed.

Some caulking carried out in combustion chambers.

All manholes door openings built up with E.W. and doors made a good fit.

Deflection was noted in all furnaces of the port and starboard boilers and the starboard low and port high furnaces of the starboard boiler and the starboard low furnace of the port boiler were jacked up at this time.

Calibrations of the furnaces before and after being jacked are attached hereto for record purposes.

Furnaces are considered to be efficient.

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