

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

(Received at London Office TUE. 24 MAY. 1921)

Date of writing Report 23 May 1921 When handed in at Local Office 23 May 1921 Port of Newport, Mon.

No. in leg. Book 79503 Survey held at Newport, Mon. Date, First Survey May 14 Last Survey May 20 1921 (No. of Visits 13)

on the Machinery of the Wood, Iron or Steel S/S "Hesperia" ex "Patria" Master

Gross Tonnage 3922 Vessel built at Flensburg By whom Flensburger Schiffb. Ges. When 1919

Net Tonnage 2406 Engines made at Do. By whom Do. When 1919

Registered Horse Power 399 Boilers, when made (Main) 1919 (Donkey)

No. of Main Boilers 3 Owners H. P. Houston & Co. (Ltd.) Port London Voyage

No. of Donkey Boilers If Surveyed Afloat in Dry Dock Bailey's Dry Dock, S. Wales Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. of Donkey Boilers in Main Boilers 1

No. of Donkey Boilers in Donkey Boilers 2

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) M.S.

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.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years since last survey applied.	Machinery and Boiler Surveys (including date of N.B., if any)

1. 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?

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

Do. " " Donkey Boilers not submitted for survey.

3. If this was not done, state for what reasons? Boilers not submitted for survey.

4. What parts of the Boilers could not be thus thoroughly examined? _____

5. 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?

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

7. Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

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

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

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

11. Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? or two liners? or is it without liners? Yes.

12. Has shaft now been changed? If so, state reasons

13. Has the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

14. State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Close (bederwall).

15. If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? To complete M.S. two independent Fuel Pumps to be fitted. (Owners Rep. states this will be done at Liverpool, to which port vessel is proceeding direct.)

Vessel placed in Dry Dock. Propeller, outer end of Stern Tube & Sea Lock fastenings examined.

Examined cylinders, Pistons, Valves & Valve faces, Crossed Thrust, Linnel & Screw Shafts, Condenser, Pumps, Sea Locks & Valves.

Repairs: - White metal in lower half of stern bush renewed. H.P. Junk ring & carrier ring turned up in lathe & Packing rings renewed. I.P. Junk ring & carrier ring turned up in lathe &

General Observations, Opinion, and Recommendation: - The Machinery of this vessel

* 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, B.S. 9,11, B.&H.S. 9,11, or L.H.C. 9,11, 140 lb., F.D., &c.)

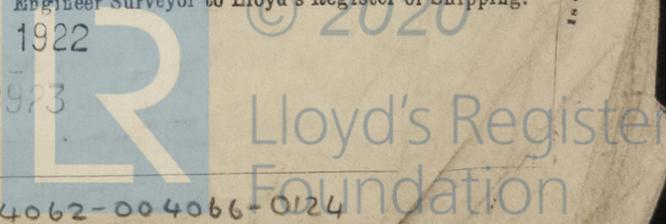
is in good condition & eligible to be classed in Reg. Book & to have issued M.S. 5-21 & 7.5.5-21 when survey has been completed as above.

Survey Fee (per Section 28) _____ Fees applied for per 1/10 to 1/10
Special Damage or Repair Fee (if any) £20 (per Section 28.) 18/7/21
Travelling Expenses (if chargeable) _____ Received by me, Y.M. Gibson

Committee's Minute FRI. 10 FEB. 1922
Assigned See minute on L.S. 3426

Y.M. Gibson
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 29 SEP. 1922
TUE. 24 APR. 1923



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

Is a Certificate required? If so, to be sent to _____

Packing rings renewed.
L.P. Guide ring & carrier rings renewed, Packing rings renewed.

L.P. ^{Slide} Valve & Valve face renewed. New end welded on Valve spindle & a balance cylinder & piston fitted. L.P. Tumbler block renewed & Valve link gear adjusted.

White metal renewed in H.P. I.P. & L.P. Guide chases & sternway guide ~~bars~~ adjusted.

Ground & Thrust shafts lifted, white metal in top & bottom halves of main bearings, Thrust chases, top & bottom halves of H.P. bottom end bearings H.P. I.P. & L.P. top end bearings, Thrust chases, H.P. I.P. & L.P. headway & sternway eccentric straps renewed. I.P. & L.P. bottom end bearings dressed up & rebedded on pins. Ground shaft bedded & connecting rods securing & adjusted.

H.P. Bottom end bolts renewed.

Air Pump, new brass liner, bucket, head Valve & rod fitted. Kingham Valves fitted in head Valve. All set screws securing suction & delivery Valve seats of main End & Ridge Pumps renewed in brass. Bandman tested & found tight.

Main discharge Valve hauled out & brass seat & Valve fitted.

Auxiliary discharge Valve & spindle renewed in brass. General service sea suction Valve hauled out & brass seat, Valve & spindle renewed.

G.S. discharge Valve & spindle renewed in brass.

Injection ^{sea} suction Valve & spindle renewed in brass.

Main Boiler blow down Valve chest renewed complete in brass. Superheater blow down Valve chest & ash cooling Valve chest renewed complete in brass.

Circulating Pump (centrifugal) overhauled & top ring of piston Valve renewed.

Ballast Pump overhauled & brass bucket fitted.

General service Pump overhauled, bucket, ring carrier & packing rings renewed. Suction & delivery Valves machined & adjusted.

Fun engine cylinder hauled out, Piston rings renewed white metal in bottom end brasses renewed.

Superheater opened out & test. Steel coils removed & copper coils now fitted. Tested to 370 lbs water press. Engines tried under steam found in good working condition.