

(Received at London Office)

21 SEP 1934

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

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) ^{LMC TS} Alterations.

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. 25/7/34 and following.

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

is a damage report made by anyone else? If so, by whom? X

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

Donkey " " " " yes

his was not done, state for what reasons? _____

what parts of the Boilers could not be thus thoroughly examined?

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?

latest date of internal examination of each boiler donkey:- 29/8/34

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

137
 Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 70 lb

Is Surveyor examines all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Is Surveyor examine the drain plugs of the Main Boilers?.....X....., and of the Donkey Boiler?.....none.....

Engineer examines all the mountings of the Main Boilers? X, and of the Donkey Boiler? yes

crew 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? no

shaft now been changed no If so, state reasons X

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

Date of examination of Screw Shaft 21/8/34 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3.4 mm

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and power fitted? yes

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

119 In dry dock examined propeller, tail shaft when drawn, sternbush, sea connections
opened up and fastenings and found all of these parts in order.

Further examined all main motor cylinders, liners, valves, valve gears, pistons, covers, piston rods, top and bottom end brasses, connecting rods, crossheads

with pins and guides, main bearings, crankshaft, compressor completely opened up with all its working parts and intercoolers, holding down bolts, thrust block,

thrust shaft, intermediate shafting, tunnel bearings, Auxiliary oil engines completely opened up with all their working parts, compressors and intercoolers.

Mannouvring compressor, emergency compressor and its driving hot bulb motor
completely opened up with all their working parts. All main and auxilliary start-

ing and injection air receivers and the LP air receiver examined internally and externally with their fittings and connections. All air pipes, settling P.T.O.

ral Observations, Opinion, and Recommendation:—The machinery of this vessel appears to be

to 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, S.&N.S. 9,11, & L.N.C. 9,11, or L.N.C. 149 B., F.B., &c.)

satisfactory and safe working condition, and eligible in my opinion to be
 classed in the Society's Reg. Book with records of LMC-8,34 (Oil eng) and TS
 (CL)seen-8,34. 934

(12)	(per Section 29).....	£	:	:	Fees applied for
					19
	Damage or Repair Fee (if any).....	£	:	:	
	(per Section 29.)				
	Travelling expenses (if chargeable).....	£	:	:	Received by me,
					19

Committee's Minute

Assigned

SEP 25 '94

See F. E. Rev.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

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

HINDHEAD ex Consul Horn, No. 74436 in Regg Book, cont:-

tanks with their pipes and connections and fittings, the pumping arrangement throughout with all pumps opened up and their resp. electr. motors, valves, pipes, cocks and steamers, Steering gear and windlass with their electric motors and starting gears. Also examined spare parts.

Examined the donkey boiler internally and externally with mountings opened up, manholes, mudholes, doors, fastenings and steam pipes and found in order and free from deterioration. Under steam found the boiler tight and adjusted its safety valves to 70 lb pressure.

The electric installation has been examined throughout with all motors and the generators opened up, fittings on main and sub-distribution switchboards and electric conductors, as far as practicable. All circuits have been submitted to megger tests with satisfactory results. The installation has been tested under working conditions, the switches and current-breakers have been operated and all lamps, motors and other appliances examined under load and found in order.

All of the above parts were found in order after the following repairs and alterations have been carried out:-

8 new piston rings for main motor supplied as spare. 1 bottom end brass of main motor re-metalled. Upper half of main compressor's bottom end brass re-metalled. Lagging of main motor's exhaust piping and donkey

boiler renewed. Main motor's governor gone over and adjusted. HP spare intercooler of main compressor fitted with new tubes. A number of piston rings of aux. oil engines renewed. Spare air intercoolers of

aux. oil engines tested under hydraulic pressure. Circulating pump thoroughly overhauled in shop, impeller skimmed up, guide plates renewed, impeller shaft and tow ball bearings renewed. Valve chest of ballast

pump thoroughly overhauled in shop, seats and valves renewed, cracks in casing filled up with el. welding, tested under pressure, buckets

skimmed up, new bronze bucket rings fitted, rods skimmed up, stuffing boxes renewed. Electric bilge pumps (reciprocating) thoroughly overhauled in shop, gudgeon pins of buckets renewed, valve seats and cones renewed.

Alterations:- Letter E, 25/7/34:-

The M.I.P. of the aux. oil engines was found to be 97 lb/sq".

Letter E, 26/7/34:-

All electric conductors are rubber insulated, no paper insulated cables are fitted. The leads of the 100 kw dynamos, windlass, ballast pump and cooling water pumps have been specially examined and were found free from deterioration. Earth testing lamps were found to be fitted, individual fuses to voltmeters have now been fitted.

Letter E, 27/7/34 Bilge lines:-

(1), (3) and (4):- These items were found to be in order as required.

(2) The feed pump suction from the bilges has been blanked off.

Inblast and starting air lines:- (2) It has been ascertained that the

HAMBURG

Continuation of Report No. 2126 dated 17/9/34.

on the

m.v. HINDHEAD ex CONSUL HORN.

is a safety valve fitted before each starting valve of the main motor additional safety valve in the common starting line. The emergency compressor can be started by hand. Oil fuel lines:- All required of the items (1), (2) and (3) have now been complied with. The ing valves to No.3 hold fitted in the shaft tunnel (as shown on the of bilge and ballast lines) have been removed from board and the holes d by flanges.

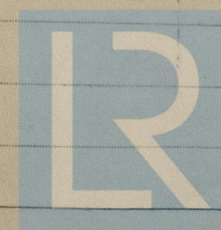
After completion of the above repairs and alterations the machinery throughout has been examined under working and manoeuvring conditions as found satisfactory.

The NHP which are given in the R.B. as "512" were found to be only

Hamburg, 17th September, 1934.

J. A. M. J. J.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN



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