

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

(Received at London Office)

21 SEP 1934

Date of writing Report 17/9/34 when handed in at Local Office Hamburg Port of HAMBURG

No. in Reg. Book Survey held at Hamburg Date, First Survey 20/8/34 Last Survey 5/9/34 1919

24436 on the Machinery of the Wendixen Steel Co. HINDHEAD ex CONSUL HORN (Oil Eng) (No. of Visits 10)

Tonnage { Gross 3219 Vessel built at Kiel By whom Fr. Krupp Germaniawerft A.G. When 1924
 Net 1932 Engines made at Kiel By whom Fr. Krupp Germaniawerft. When 1924

Nominal Horse Power 572 Boilers, when made (Main) X (Donkey) 1924

No. of Main Boilers 1 Owners Knoll Line Owners' Address (If not already recorded in Appendix to Register Book.)
 Port London Voyage U.K.

No. of Donkey Boilers 1 Managers (State name of Dock.)
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock afloat & in dry dock
 in Donkey Boilers ✓ 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 nature 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 notices 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 X

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? X

What parts of the Boilers could not be thus thoroughly examined? X

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? X

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

CHARACTER	Year	Machinery and Boiler Surveys
For Special Survey		(Including date of N.B., if any)
Date of last Survey and of Periodical Surveys.		

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

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

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? X and of the Donkey Boilers? yes

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

Surveyor examine all the mountings of the Main Boilers? X and of the Donkey Boiler? yes

Screw 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

Shaft now fitted been previously used? X Has it a continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

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/or power fitted? yes

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

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. Manoeuvring compressor, emergency compressor and its driving hot bulb motor completely opened up with all their working parts. All main and auxiliary starting 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.

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

(per Section 29) £ : : Fees applied for

Survey or Repair Fee (if any) £ : : 19

(per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : J. A. Knoll Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute See 7.6.34

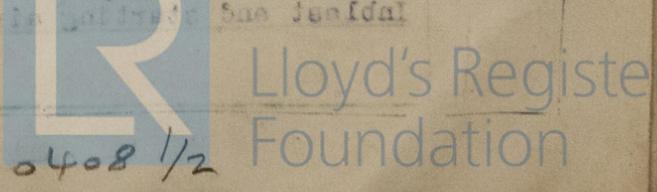
Assigned See 7.6.34

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

Is a Certificate required? If so, to be sent to OWNERS.



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 arrange-
ment throughout with all pumps opened up and their resp. electr. motors,
valves, pipes, cocks and strainers, 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 f
found in order and free from detirioration: 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 remetalled. Upper half of main compressor's bottom end
brass remetalled. 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 renew-
ed, 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 over-
hauled 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 dynamo, windlass, ballast
pump and cooling water pumps have been specially examined and were
found free from detirioration. 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 tk

HAMBURG

Continuation of Report No. 21255 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
ompressor can be started by hand. Oil fuel lines:- All require-
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
ghout has been examined under working and mannoeuvring 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. ...

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN

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