

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

(Received at London Office 31 AUG 1934)

Date of writing Report 27/8/34 When handed in at Local Office 19 Port of HAMBURG

No. in Reg. Book 3219 Survey held at Hamburg Date, First Survey 6/8/34 Last Survey 15/8/34 19 19  
on the Machinery of the Steel Sc. PINE COURT ex HENRY HORN (No. of Visits 8)

Tonnage { Gross 3219 Vessel built at Kiel By whom F. Krupp Germaniawerft A.G. When 1924  
Net 1934 Engines made at Kiel By whom F. Krupp Germaniawerft When 1924  
Nominal Horse Power 383 Boilers, when made (Main)  (Donkey) 1924  
No. of Main Boilers 1 Owners Knoll Line Owners' Address Port London Voyage U.K.  
No. of Donkey Boilers 1 Managers Deutsche Werft A.G.  
Steam Pressure in Main Boilers 1 If Surveyed Afloat or in Dry Dock af. & in dry dock  
in Donkey Boilers 2015 (State name of Dock.)

Last Report No. LMC, TS Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) 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)

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 thorough examination at this time?   
" " Donkey " " " " yes, First Entry Report attached

If this was not done, state for what reasons?

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

Also 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?

State latest date of internal examination of each boiler donkey:- 13/8/34

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

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

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

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

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

Has 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?

Has shaft now been changed? no If so, state reasons no

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

State date of examination of Screw Shaft 7/8/34 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 2.5 mm

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes

If the 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, 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 tanks with their pipes and connections

General Observations, Opinion, and Recommendation:— The machinery of this vessel, appears to be in 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 and TS(CL)seen-8,34

(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, R.S. 9,11, R.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 28) £ : : Fees applied for 19  
Special Damage or Repair Fee (if any) (per Section 30) £ : : Received by me, 19  
Travelling expenses (if chargeable) £ : :  
J.A. Mitchell  
Engineer-Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Assigned See J.A. Mitchell

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

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

Rpt. 9a.  
Port of

Continuation of Report No. 2124 dated

on the

m.v. PINE COURT ex HENRY HORN, No. 77617 in Reg.Bk., cont:-  
 and fittings, the pumping arrangement 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 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 subdistribution 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-brakers 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:-  
 Ring grooves of No.1 piston recut and new rings supplied and fitted.  
 1 set of spare piston rings supplied. HP piston rings of main compressor renewed. Top and bottom end brasses and main bearings of main and aux. oil engines adjusted. In all pistons of aux. oil engines fitted two new rings and 1 scrape ring.  
 Alterations:- Letter E 25/7/34:-  
 The M.I.P of the aux. oil engines was found to be 97 lbs/ sq."  
 Letter E 26/7/34 and encl.  
 All electric conductors are rubber insulated, no paper ins. 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 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 air and starting lines:- (2) It has been ascertained that there is a safety valve fitted before each starting valve of the main motor and 1 additional safety valve in the common starting line. The emergency air compressor can be started by hand. Oil fuel lines:-  
 All requirements of the items (1), (2) and (3) have now been complied with. The flooding valves to No.3 hold fitted in the shaft tunnel (as shown in the plan of bilge and ballast lines) have been removed from board and the holes closed by flanges.  
 After completion of the above repairs and alterations the machinery throughout has been examined under working and manoeuvring condition and was found working satisfactorily.  
 Hamburg, 27/8/34.

Cont:-

m.v. PINE COURT ex HENRY HORN.  
 Cont:- Letter E, 9/8/34  
 All air receivers have been examined internally and externally and were found in satisfactory condition. The range of tensile strength of the receivers as shown on the plans Nos. 2620, 23042 and 2802 and No. 51054 is stated by Messrs. Germaniawerft to be 41.- to 47.- kgs/mm<sup>2</sup>, they were found to be of the seamless construction. The breaking disks of the air receiver as shown on drawing No. 2624 have been adjusted for a pressure of fifty kgs/cm<sup>2</sup>.

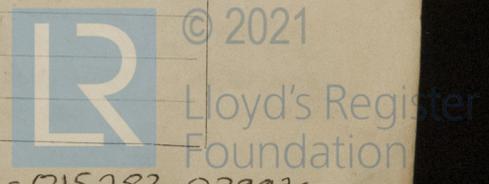
Hamburg, 27th August, 1934.

*J.A. Smith*

First Entry Report attached hereto.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

N.B.—If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.



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