

AUG 28 1946

No. 5995

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

(Received at London Office

1 SEP 1946)

Date of Report Aug. 26, 1946. When handed in at Local Office Aug. 26th, 1946. Port of Newport News, Va.
No. in Survey held at Newport News, Va. Date, First Survey July 23, Last Survey Aug. 12, 1946.
Book 112 on the Machinery of the ~~Ward~~ ~~Iron~~ Steel s/s "HAMPDEN" (No. of Visits 6.)

Gross 4725 Vessel built at Camden, N.J. By whom New York S.B.Co. When 1914 - 1
Net 2779 Engines made at Camden, N.J. By whom New York S.B.Co. When 1914 - 1
Nominal 357 Boilers, when made (Main) 1914 - 1 (Donkey)
Power of Main Boilers 2 Owners Sprague S.S.Co. Owners' Address
of Donkey Boilers 1 Managers Port Portland, Me. Voyage
Main Boilers 185 If Surveyed Afloat or in Dry Dock Yes
Donkey Boilers (State name of Dock) N.N.S. & DD.Co.

st Report No. Port

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 -

a damage report made by anyone else? If so, by whom? No

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

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 new survey	Machinery and Boiler Surveys (including date of N.S., if any)
*100-A-1 11.45		*LMC. 7.44
ss.N.Yk.2nd.No.3-9.39		
ss.N.Ns.No.1-44		B.S. 7.45
		T.S.(CI)3.45
Corroded with filler		

Donkey None

was not done, state for what reasons? A hydrostatic test of 280 lbs per sq. inch was applied

What parts of the Boiler could not be thus thoroughly examined? None

What special reason, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of said Boiler? None

Next date of internal examination of each boiler August 1st, 1946. Present condition of funnel(s) Good

Surveyor examines the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lbs.

Surveyor examines the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? -

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

Surveyor examines the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? -

Surveyor examines all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -

How shaft now been drawn and examined? No 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? -

Is shaft now being changed? No If so, state reasons. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Is shaft now fitted with previously used? No Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Is the distance between flange of bearing metal of stern bush and top of after bearing of screw shaft 3/16"

Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Insulation resistance of the generators, circuits and apparatus have tested and found to be not less than 100,000 ohms? Yes

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

essel placed in dry dock, outer end of stern tube, propeller, ships side fastenings and connections

mined found or placed in good order. Sea cocks and valves opened up, cleaned, ground in,

mined, glands repacked, strainer plates removed chests cleaned, coated, strainer plates replaced

covers rejointed. Wear down of shaft checked as stated above 3/16". Hydrostatic test of 280

per sq. inch applied to both main boilers, shell, furnaces, back ends and furnaces examined

ernally. All mountings on boiler shell secured by studs were removed studs examined and

ewed as found necessary. Boiler mountings removed to shop completely overhauled, examined,

eral valves and spindles renewed, glands repacked and all tested to 280 lbs. per sq. inch,

urned to ship and rejointed on boilers and afterwards safety valves adjusted under steam as

ted above. A hydrostatic test of 280 lbs was applied to main steam pipes and connections.

General Observations, Opinion, and Recommendation:— The machinery of this vessel where seen is

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.S.M.S. 9.11, *LMC. 9.11, or

*LMC 140 lb., F.B. &c.) CS 3.34,

good safe working order and in my opinion eligible to remain as now classed and have fresh

ord of B. S. 8-46 in the Register Book in the case of this vessel.

Fee (per Section 29) \$ 45-00: Fees applied for
al Damage or Repair Fee (if any) \$ 60-00: Aug 22 1946
(per Section 29.)
elling expenses (if chargeable) \$ 10-00: Received by me,
19

Committee's Minute NEW YORK SEP 4 - 1946

signed B. J. 8, 4

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping
Foundation

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

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

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

(Received at London Office)
(Sheet No. 2)
Date of Survey: 1914
Name of Vessel: 1914
Name of Master: 1914
Name of Surveyor: 1914

REPAIRS:- Stern glands repacked. New water end to sanitary pump fitted. Suction pipe from filter to feed pump renewed. Feed pumps overhauled and piston rings renewed. Dynamos, armatures rewound and tested, circuits and electric fittings overhauled, found or placed in good order.

Boilers:- All boiler mountings taken off boilers, taken to machine shop, valves and seats faced up, several spindles renewed, all assembled, tested, returned to vessel and rejointed. Blow down valves and chests on boilers renewed and tested. Internal feed pipes all rejointed.

Port Boiler:- High out-board furnace welding at neck of furnace cracked, lower section of flange and furnace cut out, new section furnace, fitted, welded and riveted. Two stay nuts renewed, 15 tubes rolled, end plate in way of furnace mouth grooving veed out 6" and welded. Low outboard furnace, found electric welding at neck of furnace cracked, lower section of furnace and flange cut out, new section furnace, fitted, welded and riveted. 25 tubes rolled, three stay bolts nuts removed and collars welded, two tubes renewed. Low inboard furnace seam of back combustion chamber plate welded 2'-0", 12 tubes rolled. High outboard furnace slight grooving at neck of furnace veed out and welded, two stay nuts removed and collars welded, two stay tubes rolled, 8 plain tubes rolled.

Starboard boiler: High inboard furnace. Two stay nuts cut off, stays caulked and nuts renewed. Low inboard furnace. Five stay bolts, nuts cut off, caulked and nuts renewed, back combustion chamber plate 8" of landing edge electric welded. Low outboard furnace; two stay nuts cut off, caulked and nut renewed, grooving at neck of furnace veed out and welded approximately 8", four plain tubes renewed. High outboard furnace; welding at neck of furnace cracked, lower section of flange and furnace cut out, new section furnace, fitted, welded and riveted, wrapper plate landing edge caulked, 4 plain tubes renewed, two screwed stays renewed.

After the boiler repairs had been completed, a hydrostatic test was applied, again examined and passed tight. The machinery was seen under working conditions, including windlass and steering gear.

Is it fitted with continuous flow? Yes
Is electric light and/or power fitted? Yes
Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes
If the survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete
Machinery placed in dry dock, outer end of stern tube, propeller, shafts, side castings and connections examined, found in good order. Sea cocks and valves opened up, cleaned, ground in.
Exhaust pipes, air pipes, steam pipes, and other pipes removed, cleaned, coated, and reattached.
Wear down of shaft checked as stated above 3/16". Hydrostatic test of 280 lbs. per sq. inch applied to both main boilers, shell furnaces, back ends and furnaces examined internally. All mountings on boiler shell secured by studs were removed, studs examined and renewed as found necessary. Boiler mountings removed to shop completely overhauled, examined, glands repacked and all tested to 280 lbs. per sq. inch.
Returned to ship and rejointed on boilers and afterwards safety valves adjusted under steam as stated above. A hydrostatic test of 280 lbs. was applied to main steam pipes and connections.
The machinery of this vessel where seen is in good order and is recommended to be made in the existing classification of the Register Book, consistent upon this survey, and also any attention required to be made in the records of the vessel's machinery, boilers, working pressure, etc., that for example, B.S. 211, B.S.M. 211, etc.

General Observation and Recommendation:- The machinery of this vessel where seen is in good order and is recommended to be made in the existing classification of the Register Book, consistent upon this survey, and also any attention required to be made in the records of the vessel's machinery, boilers, working pressure, etc., that for example, B.S. 211, B.S.M. 211, etc.

Noted
Note in BRL
Steam pipes tested 8.46
Boiler Bed
30/9/14