

REC'D NEW YORK

AUG 28 1946

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No. 5995

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

(Received at London Office 13 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 412 on the Machinery of the Ward Iron or Steel s/s "HAMPDEN" (No. of Visits 6)

Age { 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 Horse Power 357 Boilers, when made (Main) 1914 - 1 (Donkey)
 of Main Boilers 2 Owners Sprague S.S.Co. Owners' Address
 of Donkey Boilers 1 (if not already recorded in Appendix to Register Book.)
 Main Pressure 185 Managers Port Portland, Me. Voyage
 Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Yes (State name of Dock.) N.N.S. & DD.Co.

Report No. Port

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 required.	Machinery and Boiler Surveys (including date of M.S., if any)
*100-A-1 11.45		*LMC. 7.44
ss.N.Yk.2nd.No.3-9.39		B.S. 7.45
ss.N.Ns.No.1-44		T.S.(CI)3.45
<i>Corroded</i>		
<i>rotted</i>		

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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 sides 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

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 system, in the absence of internal examination, were adopted by the Surveyor to ensure 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? - 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 lubricator? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Shaft now been changed? No If so, state reasons - Has it a continuous lubricator? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Distance of examination of stern shaft None State the distance between highest point of bearing metal of stern bush and top of after bearing of screw shaft 3/16"

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

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

The 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 examined found or placed in good order. Sea cocks and valves opened up, cleaned, ground in, examined, 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 externally. 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, general valves and spindles renewed, 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.

General Observations, Opinion, and Recommendation:— The machinery of this vessel where seen is in good safe working order and in my opinion eligible to remain as now classed and have fresh certificate required? If so, to be sent to Board of B. S. 8-46 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 CS 3.34.

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 examined found or placed in good order. Sea cocks and valves opened up, cleaned, ground in, examined, 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 externally. 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, general valves and spindles renewed, 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.

Survey Fee (per Section 29) \$ 45-00: Fees applied for Aug 22 1946
 Special Damage or Repair Fee (if any) \$ 60-00:
 (per Section 29.)
 Calling expenses (if chargeable) \$ 10-00:
 Received by me, John D. [Signature] 19 2019
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK SEP 4 1946
 signed B. J. 8, 4
 Lloyd's Register of Shipping
 Foundation

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

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

(Sheet No. 2) Date of Survey July 22, 1914. Name of Vessel ...

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 furnaced, 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 furnaced, 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 furnaced, 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.

General Observation and Recommendation:- The machinery of this vessel where seen is in good order and is in the Register Book in the case of this vessel. 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 in the Register Book in the case of this vessel.

noted
Note in BRL
Steam pipes tested & OK
30/7/14

Form with fields for 'Recd by me', 'Date', 'Time', 'Place', 'Signature'.

