

No. 1448

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

(Received at London Office)

Report 12/3/26 When handed in at Local Office 19 Port of Port Natal
Survey held at Port Natal Date, First Survey 2nd Dec Last Survey 10th March 1926
In the Machinery of the Wood, Iron or Steel & "Hamptholm" Master
No. 4480 Vessel built at Oakland cal By whom Moore & Scott Lion Wks When 1914 3
Engines made at N.E. Mar Eng Co Ltd By whom Newcastle When 1925
Boilers, when made (Main) 1914 (Donkey)
Owners H.S. Grunstad Port Oslo Voyage
If Surveyed Afloat or in Dry Dock Dock
(State name of Dock.) Prince Edward Graving

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.	Yacht Assigned to Survey.	Machinery and Boiler Survey (Including date of N.A., if any).
100 A1 8.25		ELMC 8.25 TSN 8.25 CL
SS. Osl No 2-25		NE 8.25 Fitted for Oil Fuel 3.17 P.P. ABOVE 100° F.

No. 2.25 Port ss Osl
of Examination and Repairs (if any)

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 the cause of which must be stated should be separated from repairs due to other causes; and the body of the report, should be briefly summarised at the end of the report. State also the nature of any letters respecting this case.

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 not.

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

Personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey " " "

State for what reasons?

Boilers could not be thus thoroughly examined? none

Plans, in the absence of internal examination, were adopted by the
himself of the thorough efficiency of those parts of each Boiler?

Examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 200 lbs

Examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Examine all the manholes, doors and their fastenings of the Main Boilers? yes , and of the Donkey Boiler?

Examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Examine all the mountings of the Main Boilers? yes , and of the Donkey Boiler?

Have been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Changed? yes If so, state reasons Owing to rough usage it had had, as evidenced by condition of propeller

Has it a continuous liner? or two liners? or is it without liners?

Between lignum vitae of stern bush and top of after bearing of screw shaft?

Complete state what arrangements have been made for its completion and what remains to be done?

The above described "Hamptholm" was in dry dock. I found all the bronze propeller blades broken at tips & distorted and the Chief Engineer stated that the machinery had a very rough and trying time while the vessel was ashore.

Therefore recommended that the whole of the main and auxiliary machinery be opened up for examination and the shaft parted at couplings, and to be re-lined after the vessel floated out of dry dock.

Parts of main engines examined include the cylinders, slide valves, shafting throughout including the Tail end, all bearings including thrust, the condenser and pumps. The sea

Observations, Opinion, and Recommendation:—

That 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 the nature of any repairs required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 2, 11, B.S.M.S. 2, 11, or L.M.C. 2, 11, &c., &c.

I would recommend that the machinery of "Hamptholm" remain as at present classed in Register but to have fresh record of Boilers surveyed & new shaft fitted 3.26.

Repair Fee (if any) £52: 10: 0
(If chargeable) £2: 10: 0
Fees applied for 10/3/1926
Received by me, 11/3/1926

Minute TUES. 20 APR 1926

TUES. 1 JUN 1926

FRI. 30 JUL 1926

TUES. 25 JAN 1927

WED. 20 APR 1927

FRI. 19 AUG 1927

John Stewart.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register

Foundation

W171-0229

The sea cocks and valves on ship's skin all opened up, examined, and overhauled.

Repairs to main Engines. The only real damage found to main Engines, was the propeller as above mentioned, and the Tail shaft down $\frac{3}{16}$ ". I could see no actual damage to the old Tail shaft but owing to the rough usage it had as evidenced by the condition of the propeller, I did not consider it advisable to use it further for driving the vessel, and recommended that the new spare tail shaft be fitted, the stern bush re-lined with new lignum vitae in bottom half, and a new propeller ordered and fitted.

No other repairs were necessary to the main Engines, and the Condenser was tested and found tight; all main engines were re-adjusted.

Auxiliary Machinery. The circulating ballast, feed & bilge pumps were all opened up and examined. No repairs - only adjustment - being necessary.

The main feed pipe to centre boiler was repaired and tested by Hydraulic pressure to 400 lbs.

Wear & Tear. Other repairs carried out which come under machinery repairs include Stokehold ash cock pipes, Sanitary pump steam pipes & valves.

Main Boilers. The three Main Boilers were opened up and examined, and cleaned, and found good. The only repairs necessary being the renewal of a tube and slight caulking at several of the (riveted) combustion chambers stays. The mountings, including the safety valves also examined & found good.

The new propeller and new spare Tail shaft were fitted, all all coupled up in a satisfactory manner.

On the 5th March the engines were tried alongside the wharf for about 5 hours, and on the 6th March the vessel steamed from graving dock Quay wall to the Bluff wharf, and all was found satisfactory.

On the 10th March, I attended on board & floated the safety valves of the three Main Boilers to 200 lbs and all was found satisfactory.

Damage through priming. Machinery
putty examined & some small repairs
effected & screw down changed
B.F. added.

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 3.26

N.S. 3.26. No 1715/16

Ms. 500. D. 1715/16

7/4/26.

It is concluded that the
moulded-in fittings
with a continuous
inner but the
twice a day
inform



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