

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

10 OCT 1930

(Received at London Office)

of writing Report

When handed in at Local Office

8/10/1930 Port of

NEWCASTLE-UPON-TYNE

Survey held at Wallsend. Date, First Survey 28 May Last Survey 2 Oct 1930

on the Machinery of the Wood, Iron or Steel S.S. City of Hankow. (No. of Visits 44)

Gross 360 Vessel built at W. Barrow By whom W. Gray & Co. Ltd When 1915-6

Net 335 Engines made at do By whom See Max & Wks. When do

Boilers, when made (Main) 1915 By whom (Donkey) Aux 1915

Main Boilers 3 Owners Montgomery & Jackson (1929) Ltd Owners' Address Wallsend

Donkey Boilers 1 Managers Hall & Co. Ltd. Port Liverpool Voyage Wallsend

Pressure in Boilers 225 275 275 Surveyed Afloat in Dry Dock W.S. Cuphears & Co.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Year of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> for Special Survey	<u>1929-5-29</u>	<u>+LMC</u>
<input type="checkbox"/> for Periodical Survey	<u>+100 A.I. 4.29</u>	<u>MS. 6-29</u>
		<u>MS. 5-29</u>
		<u>TS CL</u>
		<u>4-29</u>

Report No. Port

Particulars of Examination and Repairs (if any) Withing 200 H.P. & 100 A.I. & Superheaters

Special Surveys, when held, must be reported in detail and seriatim 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 the nature and extent of such repairs should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

In large cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined?

Has a special damage report been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? yes

Has the Surveyor personally gone inside each Donkey Boiler separately and made a thorough examination at this time?

Were any parts of the Boilers not examined? If so, state for what reasons?

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 230 lbs

Did the Surveyor examine the Safety Valves of the Donkey Boiler? To what pressure were they afterwards adjusted under steam? 230 lbs.

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

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

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

Has the 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

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

Has the screw 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?

What is the distance between lignum vitae or ~~brass~~ metal of stern bush and top of after bearing of screw shaft? 1/8"

Is the survey not complete, state what arrangements have been made for its completion and what remains to be done? Complete.

Were any parts of the Machinery dismounted & taken ashore, except bedplate, for fitting?

Were any parts of the Machinery repaired?

Were any parts of the Machinery renewed?

Were any parts of the Machinery replaced?

Were any parts of the Machinery overhauled?

Were any parts of the Machinery painted?

Were any parts of the Machinery oiled?

Were any parts of the Machinery greased?

Were any parts of the Machinery inspected?

Were any parts of the Machinery tested?

Were any parts of the Machinery examined?

Were any parts of the Machinery measured?

Were any parts of the Machinery weighed?

Were any parts of the Machinery checked?

Were any parts of the Machinery adjusted?

Were any parts of the Machinery repaired?

Were any parts of the Machinery renewed?

Were any parts of the Machinery replaced?

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

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

W238-0055 (112)

(per Section 25) £ 14 0 0
Damage or Repair Fee (if any) £ 2 0 0
Expenses (if chargeable) £

Fees applied for
- 9 OCT 1930
Received by me,
8.7.1931

FRI. 20 MAR 1931

FRI. 21 AUG 1931

FRI. 11 DEC 1931

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 6 DEC 1932

FRI. 26 FEB 1932

TUE. 15 NOV 1932

Committee's Minute TUE. 21 OCT 1930

Approved + L.M.C. 10-30 Subject +

Signature S. 10-30

2019
William Butler

Lloyd's Register
Foundation

S.S. City of Hankow.

Piston & valve rods skimmed up in lathe & packing refitted.
New engine stop & throttle valve fitted for superheated steam of
slit in.

Crank shaft & bushes, top & bottom ends & connecting
rods examined.

White metal of main bearing bushes cracked & thin,
white metal renewed & crank shaft placed in lathe
journals skimmed up, crank shaft afterwards
checked.

Turned shafting unscrupled & examined.

Thrust shaft & block renewed & new shaft & nichell
trust installed to suit I.P. Turbines.

Condenser renewed & new condenser fitted, old tubes
cleared & tested & refitted as far as possible, condenser
forwards tested to 15 lbs \square "

accum augmented fitted

air feed sledge pumps examined & overhauled.

New circulating pump & engine fitted of larger size.

Two feed pumps, ballast pps & general service
ump examined & overhauled.

cocks & valves opened up & examined, new.

Main injection & discharge valves fitted of larger
size.

Propeller, tail shaft, stern tube & bush & underwater
asterns examined & found in good condition.

Pitch of propeller blades made 16'-0"

Quarry engine & fan engine examined & overhauled.

Low pressure double reduction geared turbine installed.

Lined up true to main engines & tunnel
afting, all holding down bolts examined &
ordered up.

Superheaters fitted & Main & Auxiliary boilers all new
old main steam pipes taken down & tested to 64 1/2 lbs
 \square ", all fittings passing superheated steam made
cast steel & tested to 64 1/2 lbs \square ". also see separate

port.

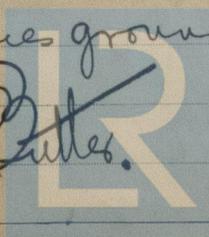
D.S.

Main & auxiliary boilers examined internally &
externally & all found in good condition, except a number
dry cracks in \square plate landings now welded
by electric welding.

All mounting opened up & examined, valves ground
& glands repacked.

Sty valves adjusted under steam.

William Butler.



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