

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

(Received at London Office MAR 15 1938)

Date of writing Report 19 When handed in at Local Office 12 MAR 1938 Port of HULL

No. in Survey held at Hull Date, First Survey 26/1/38 Last Survey 10/3/1938 (No. of Visits 24.)

8489 on the Machinery of the Wood, Iron or Steel SC. "HERPORT" Ex "FAIRPORT"

Gross 2606 Vessel built at Wyandotte By whom Detroit S.B. Co When 1919

Net 1612 Engines made at Detroit By whom do When 1919

nominal 352 Boilers, when made (Main) 1919 (Donkey) ✓

se Power 2.SB Owners Hercoal Shipping Co Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

of Main Boilers 2.SB Managers Port London Voyage Mediterranean

of Donkey Boilers 185 lb. X Surveyed Afloat or in Dry Dock King George Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Main Boilers 185 lb. " " Dry Dock

Donkey Boilers ✓

st Report No. Port

rticulars of Examination and Repairs (if any) Redomification

ical 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 count of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and ideas 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.

amage 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? ✓

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

" " Donkey " " " "

was not done, state for what reasons? ✓

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

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? ✓

latest date of internal examination of each boiler P 1/3/38 S 1/3/38

he Surveyor examine the Safety Valves of the Main Boiler? yes

he Surveyor examine the Safety Valves of Donkey Boiler? ✓

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

he Surveyor examine the drain plugs of the Main Boilers? ✓

he Surveyor examine all the mountings of the Main Boilers? yes

crew shaft now been drawn and examined? yes Is it fitted with continuous liner? yes

shaft now been changed? yes If so, state reasons fractured at top of keyway.

he shaft now fitted been previously used? No Has it a continuous liner? yes

late of examination of Screw Shaft 12.22/2/38 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft close fit.

Engine parts, when referred to by numbers, should be counted from forward.

did the Surveyor examine the generator, switchgear, cables and fuses? yes

he insulation resistance of the generators, circuits and apparatus been 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.

or particulars of arrangements for holding survey see Jan letter H. of 20/1/38 and subsequent correspondence.

one done: Vessel placed in dry dock. The propeller, sternbush and

all outside fastenings examined. Screwshaft drawn, examined, and found

fractured at top of keyway. New shaft fitted, marked LLOYDS J.E.S. 17.2.38.

(Forging report & letters forwarded herewith). Sterngland and several coupling bolts renewed

Sea connections examined and found or placed in good order.

All cylinders, pistons, valves & casings, crank, thrust, and inter shafting,

main & aux. pumps opened up, examined and found or placed in

good order. Condenser tested. [See continuation sheet

eral Observations, Opinion, and Recommendation:—The machinery of this vessel 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, E.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or

L.M.C. 140 lb., F.D., &c.)

now in safe working condition and eligible in my opinion to have

record of L.M.C.-3.38 T.S.(CL) N.-3.38, with Register Book

particulars as originally classed.

Fee (per Section 29) For particulars of Fees applied for 14 MAR 1938

Damage or Repair Fee (if any) Fees re ship Report herewith

ng expenses (if chargeable) £ 19

mittee's Minute TUE. 29 MAR 1938

ned No action

MW3 Edwards.  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation



MAR 15 1938

Hull

Continuation of Report No. 48699 dated

14 MAR 1938

on the

Steel S.C. "HERPORT" EX "FAIRPORT"

Pumping arrangements and oil fuel burning installation examined and found or placed in good order. Main steam pipes (steel), several lengths of copper aux. steam pipe, and oil fuel heating coils hydraulically tested and found satisfactory. Electric lighting installation examined on completion of alterations, megger tested, tried under working conditions and found satisfactory. The existing dynamo & engines were removed and a single steam engine driven 10 K.W. set now fitted. (Test certificate forwarded herewith.).

Boilers and mountings opened up and examined internally and found or placed in good order. Safety valves adjusted under steam.

Repairs now done:-

M.P. piston ring & L.P. piston springs renewed.

M.P. piston rod & valve spindle, & H.P. valve spindle skimmed up.

H.P. & M.P. bottom end brasses reinstalled.

Air pump barrel skimmed out, bucket renewed and rod skimmed.

Ford bilge pump valves & seats renewed; after bilge pump ram skimmed up & new spear fitted.

Main condenser after tube plate fitted with bolted brass plate patch in way of slight fracture; a number of tubes and ferrules, and the C.I. after water end door, renewed.

Main circ. pump C.I. casing stuffing box casting, the bottom end brasses & the cross head pin renewed, & impeller shaft skimmed.

Ballast pump valve spindles renewed.

Ford feed pump rod skimmed up & bucket renewed. After feed pump water end liner & bucket renewed.

Oil fuel pressure pumps:- Pumps and liners & both piston rods renewed in upper pumps; one piston rod renewed in lower pump.

About 20 tank & bilge suction pipes renewed in holds & E.R.

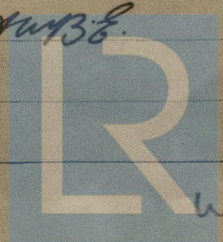
P. main boiler:- All plain tubes & about 20 stay tubes renewed.

About 40 corroded wrapper plate rivets renewed. All mountings removed and shell attachment studs renewed. The blow down & main check valve chests, the water gauge & salinometer & test cocks, and the safety valve springs & spindles all renewed. Both lower manhole doors & various seams built up by E.W. locally.

S main boiler:- About 200 plain tubes renewed. All mountings removed from shell and attachment studs renewed. The water gauge column & cocks and the safety valve springs and spindles renewed.

All repairs examined on completion, machinery tried under working conditions, and found satisfactory.

A.W.B.E.



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