

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

(Received at London Office 31 AUG 1939)

Date of writing Report 25 Aug 39 When handed in at Local Office 30 AUG 1939 Port of NEWCASTLE-on-TYNE

No. in Reg. Book. 26199 Survey held at Blyth Date, First Survey " " Last Survey 25 Aug 1939 (No. of Visits 8)

on the Machinery of the Wood, Iron or Steel "HOOKWOOD"

Tonnage { Gross 1537 Vessel built at Haverston Hill-on-Tees By whom Furness SB Co Ltd Year. Month. 1923-7
 Net 926 Engines made at Glasgow By whom Ross & Duncan When 1923

Nominal Horse Power 156 Boilers, when made (Main) 1923 (Donkey) ✓

No. of Main Boilers 2 Owners Hookwood S.S. Co Ltd Owners' Address " " (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers P Hawkfield Don Sta Port Doner Voyage " "

Steam Pressure in Main Boilers 180 If Surveyed in Dry Dock yes Blyth Dock ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers -

Last Report No. " " Port " " Damage. TS
 Particulars of Examination and Repairs (if any) Port. MS.

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

In 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 Dam Report issued

Was a damage report made by anyone else? If so, by whom? ✓Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no" " Donkey " ✓If this was not done, state for what reasons? Boilers not prepared for surveyand what parts of the Boilers could not be thus thoroughly examined? ✓Also 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? ✓State latest date of internal examination of each boiler ✓Present condition of funnel(s) goodDid the Surveyor examine the Safety Valves of the Main Boiler? ✓To what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓To what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boilers? ✓Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boilers? ✓Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boilers? ✓Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yesIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓Has shaft now been changed? no If so, state reasons ✓Has the 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? ✓State date of examination of Screw Shaft 14/8/39State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft working fir

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

Is electric light and/or power fitted? noIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To Complete the Survey - allthe Rule requirements, except those herein mentioned, remain to be carried out. These will be completed within the next twelve months.Damage alleged to have been sustained through the vessel grounding on South Bank of Amsterdam Canal when leaving on 15th July 39 owing to the vessel taking a sheer to port through the wash from the passing steamer "ORANJE"how done DamagePropeller, outside fastenings of sea connections, sea cocks & valves (opened out) and tail end shaft examined and placed in good order. All shafting, pumps, condenser, steering windlass engines, opened out, examined and placed in good order. Condenser tested & found tight.General 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, B.S. 0,11, B.&M.S. 0,11, & L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)in my opinion eligible to remain as classed with record of Tail Shaft seen (CL) 8.39. now and to have record of +L.M.C.-MS with date when the survey has been completed

Survey Fee (per Section 29) £ 5 5 0 Fees applied for 30 AUG 1939
 Special Damage & Repair Fee (if any) £ 5 5 0 Received by me, 23/9/39
 Travelling expenses (if chargeable) £ 0 0 0 28/9

Committee's Minute 15 SEP 1939Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

© 2019

Lloyd's Register Foundation

W 45-0082(12)

Machinery

To Hookwood. I

On examination, the following observations & recommendations were made.

Found.

Recommended.

Tail shaft liner scored & worn

Tail shaft liner to be machined in way of stern bush. Coupling face to be trued up and coupling bolts dressed.

Stern bush in stern bush worn down $\frac{7}{16}$ " and scored

Stern bush to be completely rewooded.

White metal in HP & MP bottom mas scored, run & fractured

HP & MP bottom mas to be re-metalled.

White metal in LP bottom and slightly slack at sides

To be hardened up.

Sea cocks valves

To be ground in & covers re-jointed.

Condenser partly choked with sand

To be cleaned and finally tested.

Ballast pump, piston rings slack & one del. valve spring broken & valve gear pins slack

Piston rings to be renewed. Del. valve spring to be renewed. Slack valve gear pins to be renewed.

Air pump rod, After Bilge ram and both feed rams, scored

Air pump rod, after bilge ram & both feed rams to be machined. All neck gland bushes to be renewed.

(After Bilge ram after-wards found too thin & in consequence renewed.)

Wormless driving shaft pinion key slack. Bearings slightly worn & hot & much spur wheel and pinion broken

Pinion key to be renewed and bearings adjusted.

Main spur wheel and pinion to be renewed.

Bearings of steering engine slightly worn

Bearings to be adjusted

Water service pipe in tunnel broken

To be part renewed

The above recommendations were made and have since been satisfactorily carried out with a view to placing the machinery of this vessel in the same efficient condition as prior to the alleged casualty.

The owners desire that the foregoing examination for damage may be counted towards the examination for machinery survey.

J.F.



© 2019

Lloyd's Register
Foundation