

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

(Received at London Office 31 AUG 1939)

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

No. in Reg. Book 26199 Survey held at Blyth Date, First Survey 1 Aug Last Survey 25 Aug 1939 (No. of Visits 8)

Tonnage { Gross 1537 Net 926 Vessel built at Haverton Hill-on-Tees By whom Furness SB Co Ltd When 1923-7
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 Mon Sta Port Donkey Voyage
Steam Pressure in Main Boilers 180 If Surveyed in Dry Dock yes Blyth Dk Beach Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

Periodical Surveys, when held, must be reported in detail and seriatim 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

Did this was not done, state for what reasons? Boilers not prepared for survey

And 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 (a) good
Did 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? yes Is 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 14/8/39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Working fit

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? No
If 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 - all the 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 Damage Propeller, 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, 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) (per Section 29.) £ 5 5 0 Received by me, 23/9/39
Travelling expenses (if chargeable) £ : : 28/9

Committee's Minute 15 SEP 1939
Assigned As nav
John T Findlay, Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
W 45-0082(12)

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

Machinery To Hookwood. I

An 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.

Lignum vitae 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 end slightly slack at sides

To be hardened up.

Sea cocks valves

To be ground in & covers re-pointed.

Condenser partly choked with sand

To be cleaned and finally tested.

Ballast pump, piston rings slack & the 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 afterwards found too thin & in consequence renewed.)

Wormless driving shaft pinion key slack. Bearings slightly worn

Pinion key to be renewed and bearings adjusted.

Hot mesh spur wheel and pinion broken

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.



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