

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

(Received at London Office)

FRI. SEP. 11 1922

Date of writing Report

10

When handed in at Local Office.

31. 8. 22 Port of

No. in Book.

Survey held at NethurmDate, First Survey 24 JulyLast Survey 29 August 1922

(No. of Visits)

15130 on the Machinery of the ~~Wood, Iron or Steel~~ St. St. EMIL GEORG VON STADTGross 5311
Net 3229Vessel built at SmidenBy whom Hordoe NerkeWhen 1914Registered Horse Power 301Engines made at VegebackBy whom Bremer VulkanWhen 1914of Main Boilers 2Boilers, when made (Main) 1914(Donkey) 1914of Donkey Boilers 1Owners Steana de RomanaPort ConstanzaVoyage KondendjiMain Pressure 180

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Donkey Boilers 120

First Report No.

Port

Particulars of Examination and Repairs (if any) See Dam & Repairs

Periodical 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 details 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 declined? not required Was a damage report made by anyone else? If so, by whom? ABGull for W. writers

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

Do, " " Donkey " " " " Yes

Was this 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? 120 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

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? Yes

Has screw shaft now been drawn and examined? No

Is it fitted with continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted new? ✓

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 bearing metal of stern bush and top of after bearing of screw shaft? 4" F.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Damage alleged to be due to fire in uptakes & funnels. See Ship Surveyor's Report & Log Books.

The main funnel & Donkey Boiler funnel lifted ashore, uptakes and air casing plates cut adrift.

Smoke box doors & parts removed. The main funnel plates joined. The donkey funnel

renewed. The smoke box doors, uptakes & air casing plates joined & replaced. The funnels

fuel parts of all boilers removed, repaired and replaced. The two funnels replaced.

Funnel Damper removed completely.

Modification to Oil Fuel Running Installation.

The Connection between O.T. Filling Pipe & Cargo oil main on deck removed & pipes blank-flanged.

Engine pump discharge connected to O.T. filling pipe with 1 1/2" connection. The O.T. suction from summer

water & double bottom Bilge Room tanks removed & the filling connections to these tanks blanked.

The following are connected & led through a combined suction to the suction gills - High suction to

Fore Bunker (P.S.), High suction to A.B. Tank under Cross Bunker (P.S.), High suction to Coffe dam (P.S.)

General Observations, Opinion, and Recommendation:— The machinery of this vessel, in my

(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. 9, 11, E.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

Opinion, is now in safe working condition and eligible for record L.M.C. 8. 22 Subject to

the main Boiler pressure not exceeding 180 lbs. with the condition that the main boilers

funnels be again examined before the end of November 1922.

Survey Fee (per Section 28)..... £

Special Damage or Repair Fee (if any)..... £

(per Section 28.)

Other Expenses (if chargeable)..... £

Fees applied for

19

Received by me,

19

R. Lee Arness

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. SEP. 15 1922

TUE. 2 JAN. 1923

TUES. 20 MAY 1924

CERTIFICATE WRITTEN

002305-002319-0014 13

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

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

"Emil Georg von Stanes" Cont. 2

following pipes are connected & led through a combined pipe to the transfer pump —
 suction to Cross Bunker (P.S.), Low Suction to D.B. Tank under Cross Bunker (P.S.), Low Suction
 to Main (P.S.) and combined suction from Tween deck tanks (P.S.)

Two combined suction lines are fitted with a cross connection.

A suction connection is fitted from the well under the burner pumps.

A charge valve & connection is made on the ship's side for the transfer pump.

A discharge pipe from the burner pumps is placed above the floor level & a
 line of O.T. circulating pipes fitted for main & Donkey Boilers.

Steam valves to the O.T. Plant & transfer pumps are controllable from the deck.

A steam extinguishing steam line is fitted under the floor plates in the Stokhold
 is controlled from the deck.

Oil fuel delivery pipes have been tested to 400 lbs. & the suction lines to
 60". The oil fuel burning plant has been overhauled & put in order.
 Requirements of Section No. 49 of the rules are complied with.

Main Engines.

Crank, pistons, covers, valves, connecting rods' top & bottom ends. The crank &
 shaft have been opened out & examined, together with the air pump, feed &
 ram pumps & their connections.

4 Crankshaft Journal has been dressed up. The coupling between crank & thrust
 broken to test alignment of shafting. New Crankshaft gauge made.
 piston rings renewed. M.P. piston ring renewed. A.P. ahead eccentric release turned.
 A.P. valve spindle skinned & retouched. All top end fudgeon pins dressed fair & braces
 added. All guides & shoes re-adjusted. Feed pump plungers skinned & retouched.

2 Main & Auxiliary Condensers examined under head of water.

Main Circulating — 2 Main type Feed Pumps, Auxiliary Condenser Circulating
 pump, ballast pump, general service pump, dynamo engine, steering
 engine & windlass opened out for survey, Fan Engines opened out.
 Circulating Pump Engine piston rod skinned, the top end braces bored & re-metalled.
 Feed Pumps' pump valves skinned — & water end bucket rings renewed.
 General Service pump's bucket rings renewed — valve spindles straightened & new pins fitted.
 Windlass driving spur wheel renewed.

High suction valve chests were examined and valves found to be non-return.

Main and Donkey Boilers, their mountings, doors & fastenings examined.
 Superheaters of the Main Boilers were disconnected. The elements were
 moved ashore, annealed, tested to 800 lbs hydraulic pressure, re-jointed
 in place and the installation tested to 400 lbs. hydraulic pressure.

Donkey Boilers The tubes were cleaned and re-expanded and about 200
 & tubes fitted. The six furnaces were found to be distorted & it was
 recommended that they be renewed. The owner's representative agreed to
 renew the starboard furnace of the Starboard Boiler & the Centre furnace of
 Port Boiler. This was done and the remaining four furnaces were
 reset as far as practicable. The two furnaces now renewed are 44 1/4" cube
 meter 7 1/2" thick masonry type with four way backs & new saddle-piece are fitted.

R. E. Ames.

Emil Georg van Stauss Cont. 3

four remaining furnaces were gauged and found to be distorted from 1" to 1 7/8" difference in diameters and the Owners' Representative was informed that it was not intended to recommend working pressure of more than 180 lbs/sq. in.

Boilers were tested after repairs to 250 lbs/sq. in. hydraulic pressure and the jacked furnaces gauged during and after the test & found to have deformed slightly under the test. The port combustion chamber of the Starboard Boiler in way of the feed pipe, where it was pitted was dressed up & reinforced locally by Electric welding.

Back end plate of the Port Boiler in way of the internal feed pipe was found to be warped. This was built up by Electric welding.

Some defective rivets in the tops of the combustion chambers of both boilers were renewed.

Mountings were overhauled & put in good order.

Donkey Boiler Some rivets in furnaces' front seams were hardened up. Tubes were re-expanded. The main steam stop valve lid found to be screw on was replaced by a non-return valve lid. The other mountings were overhauled & put in good order.

The main & Donkey Boilers were examined under steam.

Main Boiler safety valves were adjusted to 180 lbs/sq. in. Superheaters 185 lbs/sq. in. Donkey Boiler safety valves 120 lbs/sq. in.

It is submitted that the furnaces of both main boilers should be again examined before the end of November, 1922 & a limit letter to this effect has been forwarded.

Propeller in dry-dock. Propeller & outside fastenings examined & found in order.

R. Lee Amerson