

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

(Received at London Office 23 SEP 1929)

Writing Report 20th Sept 1929 When handed in at Local Office 19 Port of Hamburg

Survey held at Hamburg Date, First Survey 3rd Sept Last Survey 17th Sept 1929 (No. of Visits 6)

on the Machinery of the Wood, Iron or Steel *h.c.* "Nord-Atlantic"

Gross 4680 Vessel built at Greenwich By whom *Greenwich Gauge in the Dock* When 1913-6

Net 2790 Engines made at Greenwich By whom *Rankine & Glanville* When 1913

er 470 Boilers, when made (Main) 1913 (Donkey) ✓

n Boilers 35 B Owners *Atlantic-Frank-Phoenix* Owners' Address *h.c.* (if not already recorded in Appendix to Register Book.)

ey Boilers ✓ Managers ✓ Port Hamburg Voyage *Texas*

ssure Boilers 180 *lb* If Surveyed Afloat or in Dry Dock *Dry Dock afloat* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

y Boilers ✓ (State name of Dock.) *(Rankine & Glanville)*

Report No. Port Particulars of Examination and Repairs (if any) *Spec. Rep. B.S.*

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case. ✓

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

Has a special damage report made by anyone else? If so, by whom? *not required*

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

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

If not done, state for what reasons? ✓

Which 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? ✓

Does the Surveyor examine the Safety Valves of the Main Boiler? *yes* To what pressure were they afterwards adjusted under steam? *180 lb*

Does the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Does the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *yes*, and of the Donkey Boilers? ✓

Does the Surveyor examine the drain plugs of the Main Boilers? *none*, and of the Donkey Boiler? ✓

Does the Surveyor examine all the mountings of the Main Boilers? *yes*, and of the Donkey Boiler? ✓

Has the 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? *no*

Has the shaft now been changed? ✓ 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? ✓

What is the distance between lignum vitae bearing metal of stern bush and top of after bearing of screw shaft? *2.5 mm*

If the distance is not complete, state what arrangements have been made for its completion and what remains to be done *complete*

At request of the Owners Representative examined Machinery

Damage alleged sustained through grounding on the Brazzaville River the 31st of July 1929 whilst on the voyage from Minatiguanah to Puerto Rico in *bad* condition.

In dry dock examined propeller, pint shaft in place, upper end of bush, sea connections opened up and fastenings. Further examined

lubricating-ball bearings when opened up, main condenser when all down, all crabs used, and the MP bottom end brasses, found all

these parts in satisfactory condition after the following damage repairs have been carried out: Eccentric pump impeller on both sides adjusting

pinna and shaft material built up in way of bearings; valve gear last pump reworked, main condenser thoroughly cleaned and 620 P.L.O.

Observations, Opinion, and Recommendation: - The Machinery of this vessel, as seen, appears to be in satisfactory condition and eligible in opinion, to remain as classed in the Spec. Reg. Book with record of "BS-929"

per Section 28) £ 4: - - Fees applied for 20-9-1929 *ASB*

Age & Repair Fee (if any) £ 3: - - Received by me, 11-11-1929 *ASB*

Expenses (if chargeable) £ 1: - -

Committee's Minute *ASB 9:29*

Signature *ASB* Date *9:29*

Stamp: Lloyd's Register of Shipping, 13 MAR 1930, TUE. 26 AUG 1929, TUE. 30 JUN 1929, TUE. 20 JAN 1931, 002883-002890-0224

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

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

Ante renewed.

Boiler survey: Examined all 3 boilers in, inside with
muzzling opened up, manholes, doors and fastenings, found
all of them parts in satisfactory condition after in forward
boiler stay tube had been renewed and in aft boiler center
flange one crack in way of landing had been repaired by
electric welding.

Steam drum found boiler sight and adjusted
safety valves to 180 lb.

Hamburg, 20th Sept. 1929.
J. H. Furnell

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Grounding damage

Joking. Part machinery exact

B.S. due 9. 29. Now held

It is submitted that
this vessel is eligible for
THE B.S. (1912). B.S. 9. 29

29. 9. 29



© 2020

Lloyd's Register
Foundation