

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

(Received at London Office

13 AUG 1931

Date of writing Report 31st July 1931 When handed in at Local Office 10 Port of Bremen
 No. in Survey held at Leharan, Rodmunder, Bremen Date, First Survey 17th April Last Survey 31st July 1931
 on the Machinery of the Wood, Iron or Steel Twin Sc "GARDENGA" (No. of Visits 12)
 Gross 287 Vessel built at Tanzig By whom J. W. Hellmuth When 1905
 Net 140 Engines made at Tanzig By whom J. W. Hellmuth When 1905
 Nominal Horse Power 70 Boilers, when made (Main) 1904 (Donkey) ✓
 Owners Brit. Joint-Stock Proprietary Ltd. Owners' Address Port Natal
 Managers S. J. Huttelworth, Tullan Voyage Port Natal
 If Surveyed Afloat or in Dry Dock Afloat - on ship
 (State name of Dock) Ammer-Wehr, Rodmunder and Leharan, Bremen

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ☒ for Special Survey. ☐ for Periodical Surveys.
 Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys (including date of N.B., if any)

Report No. 1 Port Bremen
 Particulars of Examination and Repairs (if any) L.M.C.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of the examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and the nature and extent of the repairs should be stated in detail in the body of the report, and be summarized at the end of the report. State also the date and initials of any letters respecting this case. E. 24/4/31, 30/6/31, 6/7/31.

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 damage report made by anyone else? If so, by whom? ✓

Has 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? none

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? ✓

Has the Surveyor examine the Safety Valves of the Main Boilers? Yes

To what pressure were they afterwards adjusted under steam? 170 lbs

Has the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

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

, and of the Donkey Boilers? ✓

Has the Surveyor examine the drain plugs of the Main Boilers? Yes

, and of the Donkey Boiler? ✓

Has the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boiler? ✓

Has the 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? Yes

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

Has it a continuous liner? ✓

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

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? ✓

Has the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1 1/16"

Has the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? ✓

Machinery Survey: - Examined the propeller, screw shaft, stern bush, main connections opened out and their fastenings, H.P., M.P., L.P. cylinders with pistons and rods, H.P., M.P., L.P. valves with shaft and rods, top and bottom end crossheads - guides, crank shaft with journals and pins, thrust shaft with block and nut, tunnel shaft with bearings, condenser, air pump, circulating pump, feed and bilge pumps, ejector with their pipe connections, valve coiler and strainer and found all parts overhauled and re-adjusted in a satisfactory condition. Steel valve chest of main sea inlet valve repaired strengthened and tested, now in order.

Boiler Survey: - Both main boilers examined internally and externally with their mountings opened out, manholes, doors and fastenings and steam pipes and found in a satisfactory condition. 10 plain tubes in each boiler and the P.T.O.

General Observations, Opinion, and Recommendation: -

(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, R.S. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

It is recommended that the vessel's machinery be classed in the Society's Register Book with the notation of L.M.C. 7.31 and TAIL SHAFTS 7.31.

Fee (per Section 28) £2-2-0 Fee Report on Hull £1-4-0
 Damage or Repair Fee (if any) £1-4-0
 Other expenses (if chargeable) £1-4-0

Fees applied for Ham. 4.8.1931
 Received by me 6.8.31

G. H. C. Ham Will. Meyer J. B. Wright
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute 1 SEP 1931

Assigned

is a Certificate required? If so, to be sent to The Owners.

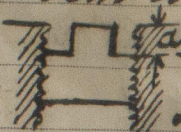


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Lloyd's Register Foundation

furnace have been renewed.

Under steam the boilers were found tight and their safety
valves have been adjusted to 170 lbs. per sq. inch. Distance "a" of
safety valves:



Port boiler

port .27" starboard .36"

Starboard - " -

- " - .285"

- " - .51"

J. H. C. Kalm.

J. A. V. M. M.

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.

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