

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

(Received at London Office)

SEP 1932

Date of writing Report 5th/9 1932 When handed in at Local Office 19 Port of Hamburg.

No. in Reg. Book. Survey held at Hamburg Date, First Survey 17/8/32 Last Survey 1st. Sept. 1932

64669 on the Machinery of the ~~WOODVILLE~~ Steel Sc. Sr. "ELMSHORN".Gross 4644
Tonnage Net 1890

Vessel built at Flensburg

By whom Flensburger Schiffb. Ges. When 1910.

Nominal Power 594

Engines made at Flensburg

By whom Flensburger Schiffb. Ges. When 1910.

Main Boilers 358

Boilers, when made (Main) 1910

(Donkey) X

Owners Hamb. Amer. Packetf. Akt. Ges.

Owners' Address

(if not already recorded in Appendix to Register Book).

Port Hamburg

Voyage Boston.

Donkey Boilers 185 lb.

Managers Hamburg-Amerika-Linie.

n Boilers 185 lb.

If Surveyed Afloat or in Dry Dock

afloat

(State name of Dock.)

X

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

Report No. 20306 Port Ham

Particulars of Examination and Repairs (if any) B.S. & B. Rep.

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

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

Has a damage report made by anyone else? If so, by whom? X

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? yes

" " Donkey " " " X

Has not done, state for what reasons? X

Which 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? X

Has the Surveyor examined the Safety Valves of the Main Boiler? yes, opened up.

To what pressure were they afterwards adjusted under steam? 185 lb.

Has the Surveyor examined the Safety Valves of Donkey Boiler? X

To what pressure were they afterwards adjusted under steam? X

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? yes

and of the Donkey Boiler? X

Has the Surveyor examined the drain plugs of the Main Boilers? yes

and of the Donkey Boiler? X

Has the Surveyor examined all the mountings of the Main Boilers? yes, opened up

and of the Donkey Boiler? X

Has the shaft now been drawn and examined? no

Is it fitted with continuous liner? X

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

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

X

Has the shaft now fitted been previously used? X

Has it a continuous liner? X

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

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? vessel afloat

Is the survey not complete, state what arrangements have been made for its completion and what remains to be done? complete.

Examined all three main boilers internally and externally with mountings opened up manholes, doors, drain plugs and fastenings and found:-

Starb. main boiler:- starb fire, furnace deflected of about 38 mm, pittings in way of 2nd and 10th corrugation from water side. Centre fire, furnace deflected of about 41 mm. Port fire, furnace deflected of about 44 mm and 8 stay belts cracked in way of combustion chamber back end plate.

Centre main boiler:- port fire, pittings in way of 5th and 6th corrugation f.w.s. and also pittings in starb. furnace in way of 4th and 8th corrugation.

Starb. main boiler:- pittings in way 4th corrugation f.w.s. 2 stay belts broken and 13 rivets badly leaky in way of connection combustion chambers back end plate to combustion chambers side plate.

Boiler repairs carried out:- All deflected furnaces have been set back to their original position.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, as far as seen, appears to be in satisfactory condition and eligible in my opinion to remain as classed in the Society's Register Book with fresh record of:- B.S.-9,32.

140 lb., F.D., &c.)

appears to be in satisfactory condition and eligible in my opinion to remain as classed in the Society's Register Book with fresh record of:- B.S.-9,32.

Fee (per Section 23).....

Inspection or Repair Fee (if any).....

(per Section 23.)

Travelling Expenses (if chargeable).....

Committee's Minute

Assigned

£ 4.0.0

£ 2.0.0

£ -1.10

Fees applied for

1st/9/32

Received by me,

19

FRI 16 SEP 1932

FRI 6 OCT 1932

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

Foundation

C-nt. "Elmshorn"

original shape. The pittings in way of corrugations have been repaired by electric welding. The broken stay bolts have been renewed and the leaky rivets have been removed and replaced by new ones.

Under steam found these boilers tight and adjusted their safety valves to 185 lb. pressure.

Hamburg 5th of September, 1932.

M. M. M. 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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