

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

67009 on the Machinery of the WOODVILLE Steel Sc. Sr. "ELMSHORN".

Gross Tonnage 4644
Net Tonnage 2890

Vessel built at Flensburg By whom Flensburger Schiffb. Ges. When 1910.

Engines made at Flensburg By whom Flensburger Schiffb. Ges. When 1910.

Main Boilers 3 Donkey Boilers 1 Owners Hamb. Amer. Packetf. Akt. Ges. Owners' Address Port Hamburg Voyage Boston.

Managers Hamburg-Amerika-Linie. If Surveyed Afloat or in Dry Dock afloat

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

CHARACTER. for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
ss. NYk. No. 3-11, 22		+ LMC 8,30.
ss. Ham. No. 2 -30.		BS 8,31.
+ 100 A 1 3, 32.		TS (CL) 6, 29.

Report No. 20306 Port Hamb
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 date 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 rendered his services for this purpose, and why they were declined? X

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

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

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

Where a survey was 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

Did the Surveyor examine the Safety Valves of the Main Boiler? yes, opened up. To what pressure were they afterwards adjusted under steam? 185 lb.

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boiler? X

Did the Surveyor examine the drain plugs of the Main Boilers? yes, and of the Donkey Boiler? X

Did the Surveyor examine all the mountings of the Main Boilers? yes, opened up, and of the Donkey Boiler? X

Has the screw 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 screw 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

Where a survey is 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.

Fees applied for £4.0.0
Special Damage or Repair Fee (if any) £2.0.0
Travelling Expenses (if chargeable) £-1.0.0

Received by me, [Signature] 1932

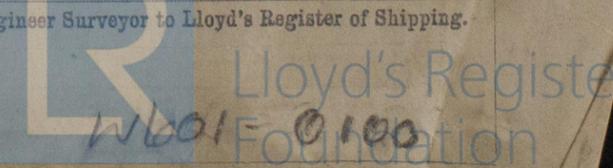
[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 16 SEP 1932

FRI 6 OCT 1932

Assigned



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

As a Certificate required? If so, to be sent to P.T.O.

C-nt. "Elmshorn"

original shape. The pittings in way of corrugations have been repaired by electric welding. The broken stay belts 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.

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.



© 2020

Lloyd's Register Foundation