

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

(Received at London Office)

Writing Report 21st Sept. 1921 When handed in at Local Office to Port of HAMBURG

Survey held at HAMBURG Date, First Survey 3rd Sept. Last Survey 17th Sept. 1921

on the Machinery of the Wood, Iron or Steel Sc. S. AMALER ex. IMMEIN Master Friedrichsen

Gross 2806 Vessel built at Hockelton By whom Craig Taylor & Co. When 1901

Net 1656 Engines made at Hockelton By whom Blair & Co. Ltd. When 1901

Boilers, when made (Main) 1901 (Donkey) 1901

Owners Aug. Bolden Wm. Miller's heirs Hamburg Voyage Montreal

If Surveyed Afloat or in Dry Dock Afloat

Report No. _____ Port _____

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

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, not expired.	Machinery and Boiler Survey (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A1	8.21	<input checked="" type="checkbox"/> LMC 8.19
S.S. No 3 - 5.14		BS 10.30
S.S. Gov. No 1 - 19.		Tail sh. seen 8.21

Where cases 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? Was a damage report made by anyone else? If so, by whom?

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? yes

Were any parts of the Boilers not examined? none

Were any special means, in the absence of internal examination, 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? 160 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 100

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 all the manholes, doors and their fastenings of the Donkey Boilers? yes , and of the Donkey Boiler? none

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

Has the screw shaft now been drawn and examined? no Is it fitted with continuous liner? or two liners? or is it without liners?

Has the screw shaft now been changed? no If so, state reasons _____

Has the screw shaft now been fitted new? no Has it a continuous liner? or two liners? or is it without liners?

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? _____

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

Examined main & donkey boilers inside & outside with their mountings, when opened up & found the main boilers in good condition; the donkey boiler shows some corrosion on bottom of shell, furnace & combustion chambers, but in my opinion will fit for a working pressure of 100 lbs. The 'Hamburger Banpolizei' tested in my presence the main boilers by hydraulic pressure to 230 lbs, the donkey boiler in the same way to 160 lbs & found them tight & sound. Under steam the boilers were tight & their safety valves adjusted as noted above.

Repairs: Main boilers: Test-a water gauge cocks renewed, - Donkey boiler: new pipes & valves to water gauges fitted, 4 stays renewed, one new feed check on front plate for 2nd donkey pump fitted. - Main condenser all tubes drawn, both tube plates repacked, 60 tubes renewed & secured. Both feed pump rams skimmed up, glands & neck bushes renewed. Reversing gear & both auxiliary feed pumps thoroughly overhauled.

General Observations, Opinion, and Recommendation: - The machinery of this vessel, as far as seen, appears to be in good condition & eligible in my opinion, to remain as classed in the Reg. Book with fresh record of, B.L. 9, 21.

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

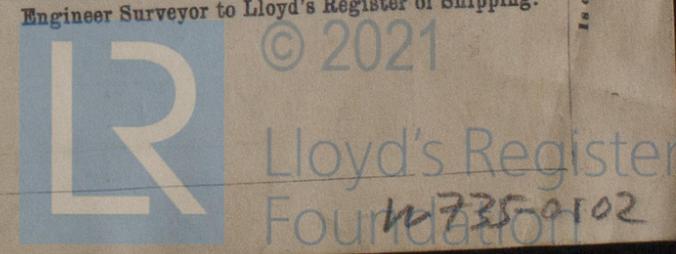
Fee (per Section 28) £ 4 : 0 : 0
Damage or Repair Fee (if any) £ 1 : 0 : 0
Billing Expenses (if chargeable) £ 0 : 10 : 0

Fees applied for
20. Sept. 1921
G.D.
Received by me,
22. Sept. 1921

M. J. J. J.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute 10E. OCT. 11 1921

Signed B.L. 9. 21



Insert character of ship and machinery precisely as in the Register Book.

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

*BS due 10. It now held &
repairs effected.*

*It is submitted that
this vessel is eligible for
THE RECORD. BS 9.21.*

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.

*JWD.
6/10/21.*

PRELIM

PRELIM

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021

Lloyd's Register
Foundation