

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

(Received at London Office

19 JAN 1934

Date of writing Report 15/1/34 When handed in at Local Office 15/1/34 Port of HAMBURG

No. in Reg. Book 41763 Survey held at Hamburg Date First Survey 12/1/34 Last Survey 14/1/34 1934
 on the Machinery of the ~~XXXXXXX~~ Wood, Iron or Steel Twin Sc. TOULOUSE (Oil Eng.) (No. of Visits 3)

Tonnage { Gross 7026.79 Vessel built at Kiel By whom Deutsche Werke Kiel A.G. When 1934-1
 Net 4308.68 Engines made at Kiel By whom Deutsche Werke Kiel When 1934

Nominal Horse Power 1345 Boilers, when made (Main) (Donkey) 1934

No. of Main Boilers 1 Owners A/S Den Norske Afrika og Aust. Owners' Address Port Tonsberg Voyage Australia

Donkey Boilers 1 Managers Port Tonsberg Voyage Australia

If Surveyed Afloat or in Dry Dock afl. (State name of Dock.)

st Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Repairs _____

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials 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 offered his services for this purpose, and why they were declined.

Has 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?

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

Where a thorough examination was not done, state for what reasons?

What 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?

What is the latest date of internal examination of each boiler?

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

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

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

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

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

Has the screw shaft now been drawn and examined? 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?

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

Has the screw 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?

State the date of examination of Screw Shaft State the distance between lignum vitæ or bearing metal 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.

After vessel's arrival in Hamburg from Kiel via Danzig the starb. piston cooling oil pump was found to have been badly damaged in consequence of a nut getting between the toothed wheels of it, which caused fracture of the pump casing. A repair was not possible in time. The forward deep tank pump was arranged to act as a stand-by cooling oil pump by fitting of the necessary pipe lines. A new rotary piston oil cooling pump will be fitted by Messrs. Deutsche Werke Kiel after vessel's return from present voyage. After completion of the pipe lines the deep tank pump has been tested whilst working on the piston cooling line and was found satisfactory. In my opinion the pumping arrangement, as far as concerned, is in safe working condition for the vessel's present voyage.

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 subject to renewal of starb. piston cooling oil pump after vessel's return from present voyage.

Survey Fee (per Section 20).....	£	:		Fees applied for
Damage or Repair Fee (if any).....	£	:		
Expenses (if chargeable).....	£	:		
				Received by me,
				19

FRI. 27 APR 1934
 J. A. [Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 26 JAN 1934

See J.E. Rpt. Ham. 21017

TUE. 3 JUL 1934

TUE. 16 OCT 1934

Lloyd's Register Foundation

003727-003733-0057

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

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