

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

(Received at London Office THE 12 APR. 1921)

of writing Report 24<sup>th</sup> March 1921 When handed in at Local Office 10 Port of HAMBURG

in Book. Survey held at HAMBURG Date, First Survey 2<sup>nd</sup> March Last Survey 21<sup>st</sup> March 1921

on the Machinery of the Wood, Iron or Steel S.S. BROCKTOWN ex Goldenfels Master J. Bruce

Gross 2438 Net 4207 Vessel built at Newcastle By whom Ivan Hunter & W. Richardson When 1911 M.

Engines made at Newcastle By whom Ivan Hunter & W. Richardson When 1911

Boilers, when made (Main) 1911 (Donkey) 1911

Owners Brock Steamship Co. Ltd. Port London Voyage New York

If Surveyed Afloat or in Dry Dock Afloat & in Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.E., if any).
+	12, 16.	+

## Particulars of Examination and Repairs (if any) LMC & T.S.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case. S. H. 2. 21.

In damage 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

Do. " " Donkey " " " yes

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined? none

Also 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 213 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 120

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 the drain plugs of the Main Boilers? none fitted, 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 screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes or two liners?  or is it without liners?

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

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

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 18"

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

In Dry Dock examined propeller, tail shaft when drawn, stern bush, sea connections and fastenings, found all of these parts in good condition.

Examined all cylinders, pistons, slide valves, rods, guides, crank shaft, thrust-shaft and block, all tunnel shafting, all pumps & pipe connections, also tested condenser.

Examined all 3 chain- & Donkey boilers inside and outside, together with their mountings, when opened up and found in satisfactory condition.

Under steam these boilers were tight and their safety valves correctly adjusted as noted above.

## General Observations, Opinion, and Recommendation: — The Machinery of this vessel

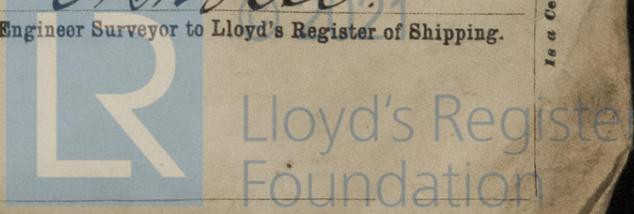
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 11, E.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)  
so far as seen, is in good & efficient condition and eligible in my opinion to have notifications, + L.M.C 3, 21" and tail shaft seen 3, 21"

Survey Fee (per Section 28)	£	Fees applied for	19
Special Damage or Repair Fee (if any) (per Section 28)	£ 28	Received by me,	22.7.1921
Travelling Expenses (if chargeable)	£ 1.10.0		

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

Committee's Minute TUE. APR. 19 1921

Assigned + L.M.C. 3.21  
MACHINERY DEPT  
WRITTEN 25.7.21



This vessel class was expunged with a notice  
in Dec 16. (German owned)  
A survey for reclassification has now  
been held and draft examined.

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.

It is submitted that  
this vessel is eligible for  
**THE RECORD. + L.M.C 3.21**

S.3.21

Reinstated to B. post 213  
AB . 120

(7)

L.S.

15/4/21

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation