

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

(Received at London Office THE 12 APR. 1921)

of writing Report 24th March 1921. When handed in at Local OfficePort of **HAMBURG**Survey held at **HAMBURG**Date, First Survey 2nd March Last Survey 21st March 1921.on the Machinery of the ~~Wood, Iron or Steel~~ **BROCKTOWN** ex **Goldenfels** Master **J. Bruce**Gross **2433**
Net **4207**Vessel built at **Newcastle**By whom **Ivan Hunter & W. Richardson** When **1911** MONTH.Registered **606**Engines made at **Newcastle**By whom **Ivan Hunter & W. Richardson** When **1911**.Main Boilers **3**Boilers, when made (Main) **1911**(Donkey) **1911**.Donkey Boilers **1**Owners **Birkbech & Co. Ltd.**Port **London**Voyage **New York**.Main Boilers **213 1/2**If Surveyed Afloat or in Dry Dock **Afloat & in Dry Dock**

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

Last Report No.

Port

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.**

On a 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 1/2**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, **+ LMC 3, 21** and tail shaft seen **3, 21**.

Survey Fee (per Section 28) **£ 28 - -** Fees applied for **19**
Special Damage or Repair Fee (if any) **£ 28 - -**
Travelling Expenses (if chargeable) **£ 1.10.0** Received by me, **22.7.21**

Committee's Minute **TUE. APR. 19 1921**Assigned **+ Lm 6.3.21**

MACHINERY DEPT
WRITTEN 25.7.21

FRI. APR. 29 1921

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

006358-006368-0075

This vessel's class was expunged with a addn
in Dec 16. (German owned)
A survey for reclassification has now
been held and shaft 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

Reinstate M.B. post 2/3
AB . 120

(7)

L.L.

15/4/21

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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