

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

(Received at London Office 13. 8. 21)

Report 12/8/1921 When handed in at Local Office 12/8/1921 Port of Hull

Survey held at Hull Date, First Survey 6/7/21 Last Survey 12/8/1921 (No. of Visits 10)

the Machinery of the Wood, Iron or Steel ~~S.S.~~ POLBERG Master

1443 Vessel built at Malmoe NOW NAMED BELLBROOK YEAR. MONTH.

838 By whom Cockburns MV aktier When 1916-2

156 Engines made at By whom When 1916

Boilers, when made (Main) 1916 (Donkey) -

Owners J Bell & Co Port London Voyage

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

(State name of Dock.) not and dry docks

Port No. Port Screw shaft and

rs of Examination and Repairs (if any) new propeller +100 AI + LMC 7-20

11-18 5 7-20

When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and stated in the body of the report, should be briefly summarised at the end of the report. State also the date of any letters respecting this case.

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 not.

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

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

Donkey " " " not due

one, state for what reasons?

If the Boilers could not be thus thoroughly examined?

means, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler?

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

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

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

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

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

now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

been changed? If so, state reasons

How fitted new? Has it a continuous liner? or two liners? or is it without liners?

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? a good fit - (Cedural gland) Complete

not complete state what arrangements have been made for its completion and what remains to be done?

done: The screw shaft, stern tube and bush, propeller, and sea connection fastenings examined.

Remarks: A new stern post has been fitted. The boss of stern post bored out in place, and stern tube fitted. The length of the boss of the original stern post was 2'-3 3/4". The length of the boss of the present stern post is 1'-1 1/2", a cast iron ring distance piece, which has been fitted to the stern tube, between the main shoulder of the stern tube and the inside face of the boss of the new post. A new stern bush has been fitted, and one spare stern bush placed P.T.O.

Observations, Opinion, and Recommendation: - The machinery of this vessel, as far as now seen is in my opinion eligible for retention as classed and I have the record of Screw Shaft - 8-21

Section 28) £ : : Fees applied for 10/8 1921

or Repair Fee (if any) £ 6-6-0 M.R.

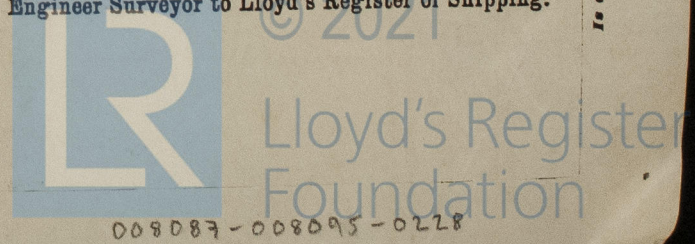
Section 28.) Received by me 12-8-19

ences (if chargeable) £

Surveyor's Minute TUE. 15 AUG. 1921

As now

John Polubson Engineer Surveyor to Lloyd's Register of Shipping.



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

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



Repairs to Stern tube  
due to renewal of Stern post

It is submitted that  
this vessel is eligible to  
remain as CLASSED

S. 8.2.1

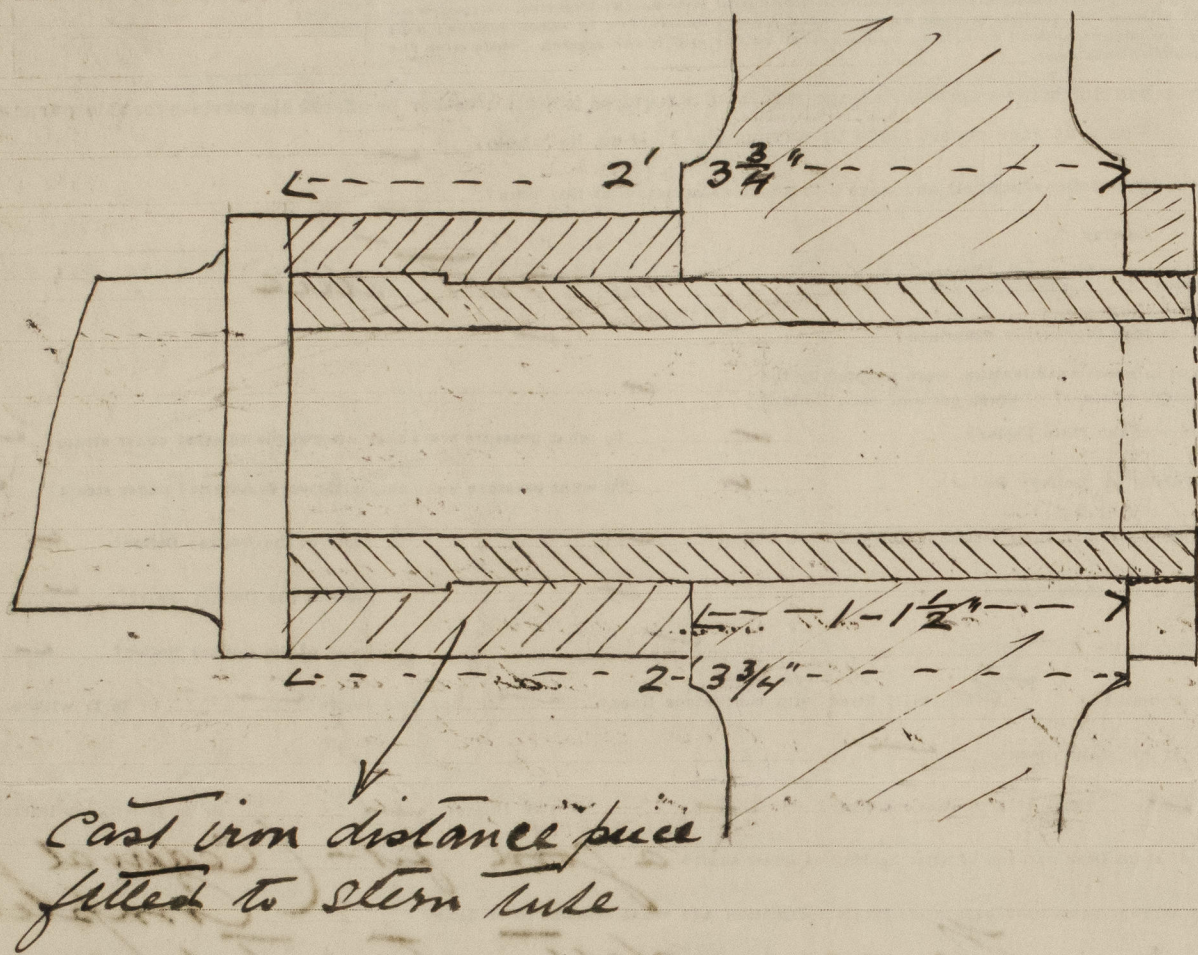
Well  
13/8/21

APR

N.B. - If this Report is copied by Copying Press, special 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

POLBERG

on board. The Cedar val plane has been  
refitted and adjusted. The propeller which  
the tips broken from all blades has been  
removed and a new C.I. propeller has been  
fitted. The tunnel shafting tried for  
alignment and found satisfactory



JP



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