

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

Date of writing Report 7th June 1939 When handed in at Local Office 10 Port of Hamburg
 No. in Reg. Book. 70171 Survey held at Hamburg Date, First Survey 25th May Last Survey 30th May 1939
 on the Machinery of the Wood, Iron or Steel Sc. "Hugsburg" (No. of Visits three)
 Tonnage } Gross 6518 Vessel built at Pennecastle By whom Thornycroft & Co. Ltd. When 1915-3 mo
 Net 4095 Engines made at Hartlepool By whom Richardsons, Westgate & Co. Ltd. When 1915
 Nominal Horse Power 688 Boilers, when made (Main) 1915 (Donkey) ✓
 No. of Main Boilers 3 Owners Norddeutscher Lloyd Owners' Address Port Bremen Voyage Far East
 No. of Donkey Boilers ✓ Managers _____ (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Afloat & in Dry Dock (State name of Dock.) Hildesheim
 in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) - Cond. + B.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.

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

" " Donkey " " " " ✓

Was this 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? ✓

State latest date of internal examination of each boiler All three boilers 25th May, 1939

Present condition of funnel(s) efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 180 lbs.

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? yes

, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes

, and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? no

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 shaft now been changed? ✓ If so, state reasons ✓

Has the 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 date of examination of Screw Shaft ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 2 mm.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? yes

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

Condition.

In Dry Dock examined propeller, propeller shaft in place, stem bush, sea connections not opened up and fastenings and found all of these parts in order.

Boiler Survey.

Examined all three main boilers internally and externally with mountings opened up, manholes, doors and fastenings and found all of these parts in order after all smoke tubes of forward boiler and two side stay bolts of starboard boiler had been removed.

Under steam found all boilers tight and their safety valves correctly adjusted as stated above.

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

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

seen, appears to be in good and efficient condition and eligible in my opinion to remain as classed with fresh record of "B.S.-5, 39"

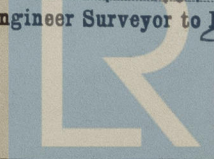
Survey Fee (per Section 29) RR: 80,- Fees applied for 7. 6. 1939
 Special Damage or Repair Fee (if any) £ : :
 Travelling expenses (if chargeable) RR: 5,- Received by me, 19

Committee's Minute

Assigned

BL 5. 39
TUE 4 JUL 1939

R. B. Shepherd
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

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