

Also found some plain- and stay tubes leaky and both lower manhole doors of a bad fit. (Please see sketch of repairs attached)

Repairs: (Port Boiler:-) Port Fire: A crack in way of the aftmost corrugation (saddle) of about 90 mm in length chisselled out and built up by electric welding. 15 back stay bolts and 6 shell stay bolts renewed. Combustion chamber back end plate in way of 14 renewed stay bolts re-inforced by deposited material of 120 mm diameter and 8 mm thick and the starb. side of the flange of combustion chamber and plate re-inforced by electric welding. 5 plain and 1 stay tube renewed.

Centre Fire:- The deep groove of about 900 mm in length in way of saddle chisselled out and built up by electric welding. 22 back stay bolts renewed and the combustion chamber back end plate in way of the renewed stays and in way of flanges re-inforced by electric welding. A piece of combustion chamber back end plate starb. side in way of flange cropped and a new plate of 1290 x 400 x 21 mm welded in. A piece of centre combustion chamber, starb. side plate cropped and a new plate of 1290 x 750 x 20 mm welded in. All rivets in way of this repair renewed. The corrosions of the top plate have been repaired by electric welding. 5 plain tubes and 2 stay tubes renewed.

Starboard Fire:- The deep groove of about 850 mm in length in way of saddle chisselled out and built up by electric welding. 13 back stay bolts, 14 side stay bolts and 2 shell stay bolts renewed.

Combustion chamber back end port side plate in way of 11 renewed stay bolts re-inforced by deposited material of 120 mm diameter and 8 mm thick. Corrosion on combustion chamber top plate repaired by electric welding. A piece of combustion chamber back end plate in way of flange, port side, cropped and a new plate of 1230 x 400 x 21 mm welded in. A piece of starb. combustion chamber port side plate cropped and a new plate of 1230 x 750 x 20 mm welded in and all rivets in this way renewed; 8 plain and 2 stay tubes renewed.

General:- Further both lower manhole flanges made good by electric welding, the blow off valve rejoined and fitted with an internal blow off pipe. The main internal feed pipe repaired and a new internal feed pipe for the auxiliary feed line fitted. All other boiler mountings dressed up as necessary.

On completion of this repair tested the port main boiler under hydraulic pressure and found same tight.

Under steam found port main boiler tight and adjusted it's safety valves to 180 lbs. pressure.

Note:- As Stated by the Captain the boiler survey will be further advanced at Hull, where the vessel proceeding to. The Hull Surveyors have been advised by letter.

Hamburg, 26th November, 1935.

McQuinn
Surveyor to Lloyd's Register.