

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

24 AUG 1929

(Received at London Office)

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

Writing Report 13th August. 1929 When handed in at Local Office 19 Port of HAMBURG

Survey held at Kiel. Date, First Survey 1st June. Last Survey 9th August 1929
(No. of Visits 15)

on the Machinery of the Wood, Iron or Steel Sc. Sr. SIR JAMES CLARK ROSS

Gross 8224 Vessel built at Belfast. By whom Harland & Wolff, Ltd. When 1905 8

Net. 4832 Vessel built at Belfast. By whom Harland & Wolff, Ltd. When 1903
650 Engines made at Belfast. By whom Harland & Wolff, Ltd. When 1905

658	Engines made at <i>Belfast.</i>	By whom <i>Harland & Wolff, Ltd.</i>	When <i>1905</i>
	Boilers when made <i>(Main)</i>	<i>1905.</i>	<i>(Donkey)</i>

Boilers	Owners	Owners' Address (if not already recorded in Appendix to Register Book.)
20, 25B.	Hvalfanger 7/S. Røskvædet.	

Key Boilers ✓	Managers	T. Karvunnen & M. Konns.	Port	Naundorf.	Voyage	to Norway - Ross Sea
Insurance—						
Boilers— 215 lbs.						

Boilers *215 lbs.* If Surveyed Afloat or in Dry Dock *Afloat + Dry Dock.* Particulars of Classification (which must be inserted
(State name of Dock.) *Deutsche Werke.* precisely as in Register Book & Supplements).

Report No.	Port	CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years and months since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any)

<p><i>Regulars of Examination and Repairs (if any)</i> <i>J. L. Rep. & Illustration</i></p> <p><i>Success when held must be reported in detail and verbatim in the terms of the Rules. State clearly the</i></p>	<p>10071- 8.28</p> <p>SS. B. 4. - 7.3-6.78</p>	<p>- 2.770.</p> <p>NS-8.26</p>
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Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and any detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

in cases where the Surveyor has not made a special damage report he is required to state whether he has accepted or declined the offer of the owner's services for this purpose, and why they were declined?

image report made by anyone else? If so, by whom? *in fact, as of 10/1/44.*
Filed 10/1/44 18:52

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

Donkey *See attached Report Glasgow 49341*

Donkey " " " " *A married person. 4434.*
not done, state for what reasons? _____

parts of the Boilers could not be thus thoroughly examined? None

special means, in the absence of internal examination, were adopted by the
r to assure himself of the thorough efficiency of those parts of each Boiler? }
yes To what pressure were they afterwards adjusted under steam? 215 lb.

Surveyor examine the Safety Valves of the Main Boiler? *yes* To what pressure were they afterwards adjusted under steam? *215 lbs.*

Surveyor examine the Safety Valves of Donkey Boiler? *✓* To what pressure were they afterwards adjusted under steam? *135 lbs.*

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *yes*, and of the Donkey Boilers? *yes*

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

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

Is an approved appliance fitted at the after end of | ✓

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? *✓*

have been changed? *✓* If so, state reasons

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

shaft now fitted been previously used? Has it a continuous liner? the shaft to permit of it being efficiently lubricated? {
distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft *2.5 in.*

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, propellershaft in place, sternbracket,

a connections opened up and fastenings and found all of these parts

Examined the main boiler internally and externally, their

manholes, doors, mountings opened up 'air fastenings' and

found in order after 2 small cracks in Port Furnace of St. Main - and in

Friedrich Hill
Engineer Surveyor to Lloyd's Register of Shipping.

Please forward these chain rollers, tight and their safety valves carefully
adjusted to 2 1/2 lbs.

adjusted to 215 lbs.
A new Donkey Boiler (Please see attached Glasgow Report 49341) for

been properly fitted on board and has been examined under glass

and was found to be light and its safety valves have been adjusted.

ral Observations, Opinion, and Recommendation: _____

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, or $\frac{1}{2}$ L.M.C. 9,11, 140 lb., F.D., &c.)

tion and eligible in my opinion to remain as classed in the Reg. P.

h fresh records of 'B5-829' and filled for oil fuel 829. F.P. above 150°F. and also

Working Boiler Pressure 125 lbs. to be entered in the Reg. Bk.

ee (per Section 28)..... £22: - - } Fees applied for
15.8.29

Damage or Repair Fee (if any)..... £ : :
(per Section 28.)
Expenses (if chargeable)..... £ 81 - -

Received by me,
26.8.1929

Friedrich Hill
Engineer Surveyor to Lloyd's Register of Shipping.

09881

125 lb per sq. inch.

Repair carried out: L.P. piston rod renewed. - High Feed Pump steam and water ends thoroughly overhauled. HP and 2nd HP outside shoes remounted. All boiler mountings dressed up.

Alterations: A new oil fuel installation (Surtens Winney) has been fitted for main and Donkey Boilers in accordance with the approved plan, the Secretary's Letters and otherwise in conformity with the requirements of the Rules. All oil delivery (hot oil) lines, heaters, fittings have been tested after jointing ^{to 430 lb.} out fuel portion lines in engine and boiler spaces to 30 lb per sq. inch. The settling tanks to 12 lb per sq. inch. All lead bends and pipes of the original bilge lines replaced by those of steel. The oil fuel portion lines from bunkers and deep tanks where entering machinery space fitted with quick closing valves, those of settling tanks, the steam valves for oil pressure pumps, fire extinguishing fitted with gear to secure control from deck. All steam heating coils of steamless drawn steel pipes have been fitted new and tested after jointing to 430 lb. and found in order. 2 observation tanks fitted in machinery and 1 in boiler spaces. Second damper removed and smoke doors and uptake joints overhauled. To new overboard and gutterways new portions fitted.

Upon completion the whole installation tested under working conditions and found in order.

2
Hamburg 18th August 1929.

Friedrich Hill

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

W. due 7.29. Held. 9.25. fitted. New oil fuel pump installation fitted. L.P. piston rod renewed.

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.

B.S. 8.29

N.D.B. 8.29

Fitted for oil fuel 8.29. F.P. above 150°F.

6/9/29

L.P. Pressure

125 lb.



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