

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

(Received at London Office

JUN 14 1939

Date of writing Report 13th June 1939 When handed in at Local Office 13. 6. 1939 Port of Bremen
 No. in Reg. Book. 71048 Survey held at Bremen Date, First Survey 8th June 39 Last Survey 12th June 1939
 on the Machinery of the Wood, Iron or Steel BORBECK (No. of Visits 3)

Tonnage { Gross 6002 Vessel built at Bremen By whom Workman, Clark & Co. Ltd. Year. Month. When 1923-9
 Net 3100 Engines made at Bremen By whom Workman, Clark & Co. Ltd. When 1923
 Nominal Horse Power 636 Boilers, when made (Main) 1923 (Donkey) 1923
 No. of Main Boilers 3 Owners Fried. Krupp A.G. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Fried. Krupp's Reed. & Transp. Bedriff N.V. Port Bremen Voyage Havrik
 Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock afloat in dry dock
 in Donkey Boilers 100 lb. (State name of Dock.) A.G. Weser

Last Report No. PortParticulars of Examination and Repairs (if any) Engin. BS & TS

(Periodical Surveys, when held, must be reported in detail and verbatim 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. H. 10. 6. 39

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? no" " Donkey " " " yesIf this was not done, state for what reasons? Main Boilers have been surveyed in RotterdamAnd what parts of the Boilers could not be thus thoroughly examined? noneAlso 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 DB. 8th June 1939Present condition of funnel(s) —Did the Surveyor examine the Safety Valves of the Main Boiler? —To what pressure were they afterwards adjusted under steam? —Did the Surveyor examine the Safety Valves of Donkey Boiler? yesTo what pressure were they afterwards adjusted under steam? 100 lbsDid the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? —, and of the Donkey Boilers? yesDid the Surveyor examine the drain plugs of the Main Boilers? —, and of the Donkey Boilers? noneDid the Surveyor examine all the mountings of the Main Boilers? —, and of the Donkey Boilers? yesHas screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yesIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? noHas shaft now been changed? no 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 9. 6. 39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft apft

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

Is electric light and/or power fitted? yesIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? noHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? —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, sternbush, tail shaft drawn in, sea commotions opened out & fastenings and found all of these parts in good condition after the sternbush has been renewed at lower half.

Examined the Donkey Boiler inside & outside with mountings opened out, manholes, doors & fastenings and found all of these parts in good condition. Under steam found this boiler tight and its Safety Valves adjusted to 100 lbs of pressure.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as seen, is in good condition eligible in my opinion to remain as classed in the Port. Reg. Book with from records of BS. 4. 39 and Tail Shaft CL seen 6. 39.

(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.)

CS 2, 34,

Survey Fee (per Section 29) RM: 80/- Fees applied for 13. 6. 1939
 Special Damage or Repair Fee (if any) — Received by me, —
 Travelling expenses (if chargeable) — 19 —

Committee's Minute TUE. 4 JUL 1939Assigned BS 14. 39

A. Cantillon
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W1357-0129

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

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