Rpt. 9.

No. 22255

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

(Received at London Office 25 MAR 1937)

Date of writing Report 13/3/37 When handed in at Local Office ..... 19 Port of HAMBURG

No. in Reg. Book. 71315 Survey held at Kiel and Holtenau Date, First Survey 8/2/37 Last Survey 3/3/37 19 (No. of Visits)

on the Machinery of the ~~Wood, Iron or~~ Steel Sc.Sr. B O R B E C K ex Berwindmoor

Tonnage { Gross 6002 Net 3100

Nominal Horse Power { 636

No. of Main Boilers 3 53

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 180 lb

in Donkey Boilers 100 lb

Vessel built at Belfast By whom Workman, Clark & Co. Ld. When 1923-9mo

Engines made at Belfast By whom Workman, Clark & Co. When 1923

Boilers, when made (Main) 1923 (Donkey) 1923

Owners Fried.Krupp A.G. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers N.V.Krupp's Reed. en Transprtb. Port Bremen Voyage Narvik

If Surveyed Afloat or in Dry Dock afl. & in graving dk. (State name of Dock.) Fried.Krupp Germaniawerft A.G.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 shelter dk		+LMC
with freeb-6,34		MS-3,32
ss Rot No.2-32		BS-11,35
		TS(CL)N-6,34
CARGO BATTENS NOT FITTED		

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

Last Report No. ..... Port .....

Particulars of Examination and Repairs (if any) Lim.Surv., TS, MS, Compl.BS.

(Periodical Surveys, when held, must be reported in detail and seriatim 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, 4/2/37

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 not required

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

" " Donkey " " " yes

If this was not done, state for what reasons? x

And what parts of the Boilers could not be thus thoroughly examined? x

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? x

SEE LIMITATION LIST

State latest date of internal examination of each boiler Donkey:- 9/2/37 Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes, under steam To what pressure were they afterwards adjusted under steam? 180 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes, opened up To what pressure were they afterwards adjusted under steam? x

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

Did the Surveyor examine the drain plugs of the Main Boilers? x, and of the Donkey Boiler? none

Did the Surveyor examine all the mountings of the Main Boilers? yes, under steam only, and of the Donkey Boiler? yes

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no If so, state reasons x

Has the shaft now fitted been previously used? x Has it a continuous liner? x Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? x

State date of examination of Screw Shaft 3/3/37 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 2.6 mm

Engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~and power~~ fitted? yes, 20 kW

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done complete with exception of Donkey Boiler, please see below.

Now done:- In dry dock examined propeller, tail shaft when drawn, sternbush, sea connections opened up and fastenings and found in order after sea connections have been dressed up as necessary.

Compl. BS:- Examined the donkey boiler internally and externally with mountings opened up, man holes, sight holes, doors and fastenings, steam pipes and uptake and found all smoke tubes more or less leaking and requiting to be renewed, remaining parts in order. On account of the condition of the tubes the donkey boiler could not be examined under steam. The tubes have ~~been~~ now been ordered and will be sent to Rotterdam where the donkey boiler will be retubed, as soon as the tubes are available. Main boilers examined under steam, found tight and adjusted their safety valves to 180 lb pressure. Cont:-

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 ✠LMC 140 lb., F.D., &c.) CS 3,34,

seen, appears to be in satisfactory condition and eligible in my opinion to remain as now classed in the Society's Register Book with fresh records of BS-11,36, MS-3,37 and TS(CL)seen-3,37, subject to donkey boiler being retubed and its safety valves adjusted under steam.

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

Survey Fee (per Section 29) Rmkr. £ 280.— Fees applied for 16.3.1937

Special Damage or Repair Fee (if any) (per Section 29.) £ 40.— Received by me, 16.4.1937

Travelling expenses (if chargeable) £ 50.—

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 27 APR 1937

Assigned + Lmb. MS. 3.37 BS 11.36 subject

CERTIFICATE WRITTEN

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W1357-0136½

Rpt. 9a.

Port of HAMBURG *Continuation of Report No* 22255 *dated* 13/3/37 *on the*

25 MAR 1937

S/S BORBECK,

MS and Limitation Survey:- Examined HP, LP and IP cylinders and pistons, HP cylinder liner, piston rods, slide valves and chests, all connecting rods, top and bottom end brasses, crankshaft throughout with pins and journals, thrust block and thrust shaft, intermediate shaft with bearing holding down bolts, condenser and winch condenser under water pressure, pumping arrangement throughout with valves, cocks, pipes and strainers, main driven air, bilge and sanitary pumps opened up, 2 ballast pumps, 2 Weir feed pumps, criculating pump with its two steam engines, general service pump, donkey feed pump -all of these pumps opened up- steering gear and windlass, also examined steam pipes throughout and found all of the above parts in order after the following repairs have been carried out:- The HP cylinder liner has now been renewed. HP piston junk ring renewed and 2 sets of piston rings supplied. IP and LP bottom end brasses remetalled. Holding down bolts hardened up, 2 of same renewed. Pump casing and ram of main driven sanitary pump renewed. Suction and delivery valves of Weir pumps skimmed up, rings of pistons renewed. General service pump overhauled throughout in shop. A number of pipes of the bilge and ballast line renewed. Strum boxes in holds cleared and overhauled. Wormwheel and spindle of steering gear renewed. Windlass overhauled throughout. It is submitted to have the vessel's name removed from the Limitation List.

Electric fittings (20 kW). Examined the prime movers and their steam engines completely opened up and found in order after all of these parts have been cleaned, the cylinder of the port steam engine bored and new piston rings fitted, its piston rod skimmed up and rebushed. Examined the fittings on all main and sub-distribution boards and boxes, electric conductors, as far as practicable, and megger-tested fittings, cables generators &C and found in order after a cable of about 15 m length have been renewed in way of No.1 hatchway coaming, and a number of fuses renewed. After completion of repairs the installation has been tested under working conditions and was found in good working order.

The machinery has been tested under working and manoeuvring conditions with satisfactory result.

All of the main steam pipes and auxiliary steam pipes of 75 mm bore and above have been tested to internal hydraulic pressure of double the working pressure, i.e. 360 lb.

Hamburg, 13th March, 1937.

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