

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

(Received at London Office)

MAR -9 1939

Date of writing Report 27<sup>th</sup> Feb. 1939 When handed in at Local Office 19 Port of HAMBURG

No. in Reg. Book 4236 Survey held at HAMBURG Date, First Survey 9<sup>th</sup> Feb. Last Survey 27<sup>th</sup> Feb. 1939 (No. of Visits)

on the Machinery of the Wood, Iron or Steel W. W. W. Year. Month.

Gross Tonnage 517 Vessel built at Lubeck. By whom Lubecker Fleeterwerke A.G. When 1927

Net Tonnage 221 Engines made at Hamburg By whom Christiansen & Meyer When 1927

Nominal Horse Power 54 Boilers, when made (Main) 1927 (Donkey)

No. of Main Boilers 1 Owners John J. Sarberger Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers John J. Sarberger Port HAMBURG Voyage Galtis.

Team Pressure in Main Boilers 185 lb. If Surveyed Afloat or in Dry Dock Afloat - Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 1 (State name of Dock.) Alphon & Vorr.

Last Report No. LMC - T. G. Port HAMBURG

Particulars of Examination and Repairs (if any) LMC - T. G.

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.

Has a damage report been made by anyone else? If so, by whom? Yes

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

Was this not done, state for what reasons? None

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

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? None

State latest date of internal examination of each boiler 11/2/39 Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? None

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Donkey Boilers? Yes and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Donkey Boilers? Yes and of the Donkey Boilers? Yes

Has a screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? without Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has a shaft now been changed? No If so, state reasons None Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the shaft now fitted been previously used? Yes Has it a continuous liner? without Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft 16/2/39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft a bit.

Is electric light yes fitted? Yes

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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 propellershaft when drawn stem-bush, oil gland, sea connections opened up and fastenings and found all of these parts in order with exception of the propellershaft (worn & scored in order to leaky). The propellershaft has been taken to prop & primed & put in way of after bearing. After stem-bush renewed, oil gland made good and all replaced.

Examined all cylinders pistons slide valves and chest rods & ob and bottom end branks crank-thrust & intermediate shafting and their clear in continuation.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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.)

So far as seen is in good and efficient condition and eligible in my opinion to remain as classed in the Reg. Bk. with fresh records of L.M.C. - 2,39 and Tail shaft (06) pen - 2,39.

Survey Fee (per Section 20) £180- Fees applied for 4/3 1939

Special Damage or Repair Fee (if any) (per Section 29.) £ - Received by me, 19

Travelling expenses (if chargeable) £10-

Committee's Minute TUE. 28 MAR 1939

Assigned Amc. 2.39

CERTIFICATE WRITTEN

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



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

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

STEEL SC. SR. "SUND"

respective bearings opened up, gendures (tested) pumps and pumping arrangements with valves, cocks and strainers, and found all of these parts in order.

Examined the main boiler internally and externally its mounting, manholes, door and Safening, and found all in order. Under steam found this boiler tight and its safety valves correctly adjusted as noted above.

Tested steam pipes, over 3" bore to 370 lb per sq. inch and found in order.

Electric Installation: Examined installation generally and tested same under working conditions, examined fittings on main and subdistribution switchboards, the electric cables as far as practicable, made Megger test, and found all of these parts in order.

Hamburg 27<sup>th</sup> Febr. 1939.

Friedrich Hill