

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

(Received at London Office)

MAR -9 1939

Date of writing Report 27th Feb. 1939 When handed in at Local Office 19 Port of HAMBURGNo. in Survey held at HAMBURG Date, First Survey 9th Feb. Last Survey 27th Feb. 1939
Reg. Book 14236 on the Machinery of the Wood, Iron or Steel CC. "LUBER" (No. of Visits)

Gross 517 Vessel built at Lubeck By whom Lubecker Fleetswake 176 When 1927
 Net 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. Berger Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Port HAMBURG Voyage Galtier
 Steam Pressure in Main Boilers 185 lb. If Surveyed Afloat or in Dry Dock Afloat - Dry Dock
 in Donkey Boilers ✓ (State name of Dock.) Alphonse von.

Last Report No. PortParticulars of Examination and Repairs (if any) L.M.C. - T.L.

Periodical Surveys, when held, must be reported in detail and serialism 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.

A 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? yes

" " Donkey " " " " ✓

this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? none

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? ✓

State latest date of internal examination of each boiler 11/2/39

Did the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? good 185 lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

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

, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Has 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 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 16/2/39

State the distance between bearing metal of stern bush and top of after bearing of screw shaft a bit

Is electric light yes

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Has 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 them parts in order with exception of the propellershaft (worn scored in way of after bearing) the stem-bush (worn down) and oil gland (out of order & leaky). The propellershaft has been taken to prop prime pump in way of after bearing. After stem-bush renewed, oil gland made good and all replaced.

Examined all cylinders pistons slide valves and other rods & and bottom end bracket 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 6/3 1939
 Special Damage or Repair Fee (if any) £ - Received by me, 19
 Travelling expenses (if chargeable) £100-

Committee's Minute

Assigned

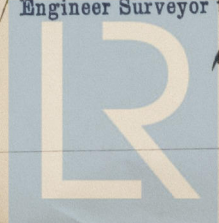
TUE. 28 MAR 1939

Am. 2.39

CERTIFICATE WRITTEN

Friedrich T. J.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

STEEL SC. SR. "SUND"

respective bearings opened up, condenser (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 lbs 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 27th Febr. 1939.

Friedrich Gilt



© 2020

Lloyd's Register
Foundation