

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

(Received at London Office)

30 MAY 1939

Date of writing Report 19th May 1939 When handed in at Local Office 19 Port of HAMBURG
 No. in Survey held at HAMBURG Date, First Survey 10th May Last Survey 18th May 1939
 Reg. Book. 86489 on the Machinery of the Wood, Iron or Steel WINNETOU (No. of Visits 4)
 Tonnage } Gross 5113 Vessel built at Kiel By whom Howaldtswerke When 1913 - 9 mo
 Net 3055 Engines made at Kiel By whom Howaldtswerke When 1913
 Nominal Horse Power 331 Boilers, when made (Main) 1928 (Donkey) -
 No. of Main Boilers 2 Owners Hansa-Tank-Reederei G.m.b.H. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers - Managers Atlantis-Rhederei F.W. Loch Port Hamburg Voyage Mexico
 Steam Pressure in Main Boilers 213 lbs If Surveyed Afloat or in Dry Dock in dry dock & afloat
 in Donkey Boilers - (State name of Dock.) Deutsche Werft A.G.

Last Report No. Port Particulars of Examination and Repairs (if any) Damage.
Examination of tailshaft condition.

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

In 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 not required

Was a damage report made by anyone else? If so, by whom? Underwriter Surveyor.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Port boiler, yes.

" " Donkey " " " "

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

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

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 Port main boiler 13th May 1939 Present condition of funnel(s) efficient.

Did the Surveyor examine the Safety Valves of the Main Boiler? Port boiler: yes To what pressure were they afterwards adjusted under steam? 213 lbs.

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? Port boiler: 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? Port boiler: yes, and of the Donkey Boilers? -

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? -

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 12.5.39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft fit.

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

Is electric light and/or power fitted? yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Has 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.

Vessel placed in dry dock for damage alleged to have been caused when vessel struck bottom while entering the harbour of Tampa, Cuba on 6th January 1939.

Work done: Examined propeller, propeller shaft when drawn, stern bush (near at same 3.8 mm) sea connections opened up and their fastenings and found all of these parts in order after the stern bush had been renewed and one bent propeller blade faired in place.

Completion of Boiler Survey: Examined Port main boiler internally and externally, with mountings opened up, manholes, doors and fastenings and found all parts in good condition after four corroded screw stays had been renewed.

Under steam found both main boilers tight and their safety valves correctly adjusted to the pressure as stated above.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as seen, is in good condition and eligible in my opinion to remain as now classed with fresh records of BS 2.39 now be entered and TS (CL) seen 5.39.

Survey Fee (per Section 29) £ RMC 100: - Fees applied for 24.5. 19 39
 Special Damage or Repair Fee (if any) £ : Received by me, 19
 Travelling expenses (if chargeable) £ RMC 37: -
 including 24 RMC Sunday Fee.

Committee's Minute Assigned
2.2.39 Subject

H. Rohrs
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

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