

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

(Received at London Office)

MAY 22 1939

Date of writing Report 9<sup>th</sup> May 1939 When handed in at Local Office 19 Port of HAMBURG

No. in Reg. Book. 18378 Survey held at HAMBURG Date, First Survey 3<sup>rd</sup> May Last Survey 4<sup>th</sup> May 1939

18378 on the Machinery of the Wood, Iron, Steel URSULA RICKMERS (No. of Visits 2)

Tonnage { Gross 5050 Vessel built at West Hartlepool By whom Trine's & Co. Ltd. When 1917 - 10 mo.  
 Net 1106 Engines made at Stockton By whom Polain & Co. Ltd. When 1917

Nominal Horse Power 686 Boilers, when made (Main) 1917 (Donkey) \*

No. of Main Boilers 3 Owners Rickmers Rhederi Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers Port HAMBURG Voyage Far East

Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock in dry dock (State name of Dock.) Hawaldtswerke A.G.

in Donkey Boilers -

Last Report No. Port

Particulars of Examination and Repairs (if any) 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 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?

" " 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

Present 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?

To what pressure were they afterwards adjusted under steam?

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

, 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?

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? 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

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1.1 mm.

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

Is electric light yes fitted?

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

Condition: In dry dock examined propeller, propeller shaft in place, stern bush, sea connection opened up and their fastenings and found all of these parts in satisfactory condition.

The propeller shaft marked 60705 No. 7089. W.M. 14.8.17 has been fitted with a new bronze liner and laid down on board for spare. (Please see Hamburg Report No. 22,944 dated 31.10.38.)

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 L.M.C. 140 lb., F.D., &c.)

seen, appears to be in satisfactory condition and eligible in my opinion to remain as now classed without fresh record in the Register Book.

Survey Fee (per Section 29) £ : : Fees applied for  
 Special Damage or Repair Fee (if any) £ : :  
 Travelling expenses (if chargeable) £ : :  
 Received by me, 19

Committee's Minute

Assigned

FRI. 9 JUN 1939

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

W1359-0142



It is submitted that  
this vessel is eligible to  
remain as CLASSED.

*Ym*

5.6.39



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