

NEWCASTLE-on-TYNE,

6th September, 1920.

LEONARD G. SHALLCROSS & C.N. STUART

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the Ministry of Shipping survey the Surrendered German Steel Steamer "SAUERLAND", No. 2541 in the Register Book on various dates in August, 1920 at Hebburn-on-Tyne, for the purpose of ascertaining the general condition of the Boilers and machinery and general Engine Room equipment.

Attended on the 3rd August, 1920 and subsequent dates during which time the vessel was placed in dry dock - examined the cylinders, pistons, slide valves, crank, thrust and tunnel shafts, screw shafts, propellers, Cedervall stern bushes and bands, outside fastenings, sea connections, condenser, air and circulating, feed and bilge pumps, general service pumps, ballast pump, main boilers and their mountings - steam steering engine, electric light engine.

The following repairs were effected -

Starboard Engine - Crank shaft lifted, a quantity of loose white metal removed from bearings, oilways cleared, bearings scraped and crank shafts re-aligned and refitted.

Port Engine - three bottom ends retalled one spare bottom end retalled - crank shaft top halves bearings adjusted. All pumps overhauled, new piston and valve rings fitted as found



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ary - condenser tested under a head of water and found satisfactory. Landing edges of Boilers caulked in two or local places. The boiler mountings and the sea connections overhauled, ground in and machined up as required. All parts of the boilers and machinery opened out for examination or overhaul closed up as before.

The Engines and Boilers tested under steam, the safety valves adjusted under steam. The electric installation generally overhauled and put into good working order. The dynamo engine overhauled and adjusted and the dynamo are rewound refitted and adjusted.

Judging from the inspection of the parts of the machinery now examined, we are of opinion that the machinery of the vessel is in a fit condition to run for a period of six months.

The piston ring of the low pressure pistons is made of a number of short lengths, retained against the walls of the cylinders by a spring. There is a slight evidence of the scoring of the cylinders being marked or grooved vertically, especially at the butt joints of the piston spring. It is recommended that the low pressure cylinders be specially examined at the end of six months.

Leonard & Shalloo

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