

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

(Received at London Office)

17 JUL 1939

Date of writing Report 27. 6. 1939 When handed in at Local Office 27. 6. 1939 Port of Bombay
 in Book. Survey held at Bombay Date, First Survey 22. 5. 1939 Last Survey 25. 6. 1939
512 on the Machinery of the Wood, Iron or Steel s/s Wolfsburg
 Gross 6201 Vessel built at Wesermünde G. By whom J. C. Tecklenborg A.G. When 1915
 Net 3827 Engines made at Wesermünde G. By whom J. C. Tecklenborg A.G. When 1915
 Main Boilers 4 Boilers, when made (Main) 1915 (Donkey) ✓
 Owners Deutsche Dampfschiffahrts-Gesellschaft Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers Port Bremen Voyage Boutincent
 Main Boilers 1904 If Surveyed Afloat or in Dry Dock Hughes Drydock (State name of Dock.)
 Donkey Boilers ✓

Particulars of Examination and Repairs (if any) Damage.
 Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.
 Damage cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined Not required
 a damage report made by anyone else? If so, by whom? Union & Reichsdruckerei
 the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.
 " " Donkey " " " ✓
 as was not done, state for what reasons? Not due.
 what parts of the Boilers could not be thus thoroughly examined? ✓
 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? ✓
 the latest date of internal examination of each boiler ✓ Present condition of funnel(s) ✓
 the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓
 the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓
 the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? ✓
 the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓
 the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? ✓
 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? ✓
 shaft now been changed? No If so, state reasons ✓
 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? ✓
 date of examination of Screw Shaft 24/5/1939 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fit
 Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓
 did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓
 the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓
 the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Please see below.

on March 22nd 1939. Vessel is stated to have been aground for about 7 hours and to have got off under her own power. It was subsequently stated that considerable trouble was experienced with overheated bearings.
 When the main bearing top halves were lifted on arrival there were indications that the white metal in the bottom halves had run.
 Crank shaft lifted. All main bearings and bottom ends completely retalled. Thrust shaft lifted and bearings retalled. H. P. guide shoe retalled. Shafting lined up, bearings properly bedded down.
 General Observations, Opinion, and Recommendation:—The machinery of this vessel, so far as now seen, is in efficient condition and is eligible, in my opinion, to remain as classed with fresh record of T. L. (CL) 6. '39, subject to M. P. Top end brasses being examined at the first opportunity.
 (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, L.S. 9, 11, E.S.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)
 L.M.C. 140 lb., F.D., &c.)
 CS 3, 34,

Survey Fee (per Section 29) £ 500/-
 Special Damage or Repair Fee (if any) £ 25/-
 Travelling expenses (if chargeable) £ 94/-
 Committee's Minute As now
 Assigned Subject

Fees applied for 27. 6. 1939
 Received by me, 19
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Founded 1825

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

of Bombay

Continuation of Report No. 5992 dated 27. 6. 1939 on the

of Wolfsburg.

and a new bridge gauge made and put on board.

All holding down bolts examined and tested.

Ballast pump opened up and generally overhauled.

Pump liner rebored and bucket renewed. Valves and seats renewed as necessary.

After Weir's pump liner rebored and bucket and rings renewed. Valves and valve gear overhauled and adjusted.

Auxiliary feed pump overhauled and minor repairs effected. Condenser cleaned and tested. Circulating pump and all water service pipes opened up, cleaned and tested. Sea connections overhauled.

Screw shaft (C.L.) drawn in and found in efficient condition.

It was not possible to examine the connecting rod top end brasses until the engine was reassembled. The white metal in the M.P. bearings was then found cracked but efficient. These are to be further examined at the first opportunity.

S. Southwell



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