

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

No. 21737

(Received at London Office)

21 DEC 1935

Report made on 16/12/35 When handed in at Local Office 10 Port of HAMBURG

Survey held at Hamburg Date, First Survey 9/12/35 Last Survey 16/12/35 19

on the Machinery of the ~~Wessel, T.S. of Steel~~ Sc. Sr. N O R D L A N D ex Elsa Menzell ex Inchdairnie

Vessel built at Kinghorn By whom Kinghorn S.B.Co. When 1921-5mo

Engines made at Glasgow By whom J.Howden & Co. Ld. When 1921

Boilers, when made (Main) 1921 (Donkey) X

Owners Reederei Nordmark A.G. Owners' Address

Managers Port Hamburg Voyage East Africa

If Surveyed Afloat or in Dry Dock afloat & in dry dock

(State name of Dock.) Howaldtswerke A.G.

No. Port

of Examination and Repairs (if any) Cond., Repairs

When held, must be reported in detail and serially in the terms of the Rules. State clearly the if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the (the cause of which must be stated) should be separated from Repairs due to other causes; and filled in the body of the report, should be briefly summarised at the end of the report. State also the is of any letters respecting this case.

where the Surveyor has not made a special damage report he is required to state whether he services for this purpose, and why they were declined X

report made by anyone else? If so, by whom? X

personally go inside each Main Boiler separately and make a thorough examination at this time? please see below

" Donkey " " " X

e, state for what reasons? X

the Boilers could not be thus thoroughly examined? X

means, in the absence of internal examination, were adopted by the X

are himself of the thorough efficiency of those parts of each Boiler? X

of internal examination of each boiler starb. and centre 10/12/35 pt 16/12/35 Present condition of funnel(s) in order

examine the Safety Valves of the Main Boiler? no To what pressure were they afterwards adjusted under steam? X

examine the Safety Valves of Donkey Boiler? X To what pressure were they afterwards adjusted under steam? X

examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boilers? X

examine the drain plugs of the Main Boilers? none, and of the Donkey Boiler? X

examine all the mountings of the Main Boilers? no, and of the Donkey Boiler? X

how been drawn and examined? no Is it fitted with continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

en changed? no If so, state reasons X

v fitted been previously used? X Has it a continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

ination of Screw Shaft X State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3.- mm

ts, when referred to by numbers, should be counted from forward. Is electric light ~~any~~ fitted? yes

not complete, state what arrangements have been made for its completion and what remains to be done complete

In dry dock examined propeller, tail shaft in place, sternbush outer end, sea

connections opened up and fastenings and found three cracks extending over a

length of about 30 mm in tips of two propeller blades, remaining parts in order.

These cracks have been drilled off and are now satisfactorily repaired.

From an examination of the Chief Engineer's Log Books it appears that the

contents of the No.5 port side feed water-tank has been mixed up with sea water,

from which the boilers have been fed for some time, until it has been noticed by

the engine room Staff. It has therefore been recommended to have the boilers

(water tube boilers) now been cleaned, the main turbines being opened up to-

gether with the controll valve of the astern turbine and the condenser being

tested under water pressure.

The water tube boilers have now been cleaned, they were examined Pont:-

Observations, Opinion, and Recommendation:—The machinery of this vessel, as far as

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

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

140 lb., F.D., &c.)

seen, appears to be in satisfactory condition and eligible in my opinion to

remain as now classed in the Society's Register Book without fresh record of

survey.

ction 29)..... £ - : - : - Fees applied for

Repair Fee (if any)..... £ 100.- 16/12/35 19

ction 29.)..... £ 10.- Received by me,

es (if chargeable)..... £ 10.- 19

FRI. 3 JAN 1936

Engine Surveyor to Lloyd's Register of Shipping.

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

Committee's Minute

ed As now

Lloyd's Register Foundation

W482-0255 1/2

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

Rpt. 9a.

Port of

Hamburg.

Continuation of Report No. 2173 dated 16. 12. 35.

on the

S/S NORDLAND ex Elsa Menzell ex Inchdairnie.

internally and found in good order after the joints of the majority of the sight hole doors have been renewed. When opened up the blades of the turbines were found to be slightly covered with deposit and scale and the carbon rings of the glands leaking. The condenser has been tested under water pressure and about 30 tubes were found leaking. The seat of the controll valve of the astern turbine has been drawn out and was found to be considerably wasted. Repairs now carried out:- The blades of the turbines have been cleaned, the carbon rings of the glands gone over and adjusted as necessary, seat of the controll valve of the astern turbine drawn out, machined in lathe and valve cone ground in, about 30 condenser tubes renewed.

The above repairs have been satisfactorily completed and the machinery closed up again.

Hamburg, 16th December, 1935.

J. A. Wright

Locking
Condenser & Turbines
overhauled

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

J. A. Wright
16/12/35