

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

(Received at London Office 21 DEC 1935)

Report No. 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 Vessel, ~~Steel~~ Sc. Sr. N O R D L A N D ex Elsa Menzell ex Inchdairnie

Boilers 3 WT 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 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. Port

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

Particulars of Classification table with columns: CHARACTER, Date of last Survey, Machinery and Boiler Surveys. Entries include: +100A1 shelter dk with freeb., -11,34, ss Ham No.3-12,33, +LMC-12,33, BS-6,35, TS(CL)-2,33.

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

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

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

when changed? no If so, state reasons X

ever 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

rotation 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

lights, when referred to by numbers, should be counted from forward. Is electric light ~~approved~~ 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 together 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 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.

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

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.

Fees applied for 16/12/35 19 Received by me, 10. FRI. 3 JAN 1936

Committee's Minute As now

of 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 machin-
 ery closed up again.

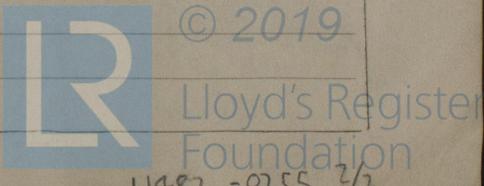
Hamburg, 16th December, 1935.

J. A. Smith

Locking
Condenser & Turbines
overhauled

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

[Signature]
12/16



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