

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

Date of writing Report 13<sup>th</sup> June 1935 When handed in at Local Office 19 Port of Bremen (Received at London Office 17 JUN 1935)

No. in Reg. Book. 90522 Survey held at Bremen Date, First Survey 4<sup>th</sup> June Last Survey 13<sup>th</sup> June 1935 (No. of Visits 3)

Supp 90522 on the Machinery of the Wood, Iron or Steel Sc NORLAND (in Essa Mewzel)

Tonnage { Gross 6559 Vessel built at Ringhorn By whom Ringhorn S. P. Co When 1921-5  
Net 3996 Engines made at Glasgow By whom J. Gordon & Co. Ltd. When 1921

Nominal Horse Power 678 Boilers, when made (Main) 1921 (Donkey) -

No. of Main Boilers 3 Owners Muall Rudus & Co. Owners' Address -  
No. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 300 lb. If Surveyed Afloat or in Dry Dock af. Port Hamburg Voyage Far East  
in Donkey Boilers - (State name of Dock.)

Last Report No. 21552 Port Hamburg

## Particulars of Examination and Repairs (if any) exampl of BS.

(Periodical Surveys, when held, must be reported in detail and seriatim 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. H. 1.2.35)

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? yes, Hamburg.

" " Donkey " " " -

If this was not done, state for what reasons? ports exam. boilers have been made in Hamburg

And what parts of the Boilers could not be thus thoroughly examined? none

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 Hamb. Boilers 4.6.35

Did the Surveyor examine the Safety Valves of the Main Boiler? yes, Hamburg. To what pressure were they afterwards adjusted under steam? all boilers 300 lb.

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? yes, Hamburg. and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? yes, Hamburg. and of the Donkey Boiler? -

Has screw shaft now been drawn and examined? no 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 -

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. complete

Examina Hamb. Main Boiler inside & outside with mountings opened out, manholes, doors & fastenings and found all of these parts in good condition

Under steam found all three main boilers tight and their safety valves correctly adjusted to 300 lb of pressure

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, as far as seen appears to be in good condition eligible in my opinion to remain as desired in the Port Reg Book with fresh record of: BS. 6.35.

Survey Fee (per Section 29) RM 40.- Fees applied for 15.6.1935  
Special Damage or Repair Fee (if any) 0  
Travelling expenses (if chargeable) 5.- Received by me, 19

Committee's Minute TUE. 25 JUN 1935  
Assigned AS. 6.35

CHARACTER. (for Special Survey Date of last Survey and of Periodical Surveys.)	Years assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1		* LMC 12.33
Melter dk. with foreward		CL 2.33
11.34		
SS Ham. N. 3-12.33		

Present condition of funnel(s) good

A. Carstensen  
Engineer Surveyor to Lloyd's Register of Shipping.



*Produce 12.34 how complete*

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

*It is submitted that  
this vessel is eligible for  
THE RECORD.*

*6. 6. 35*

*Yours  
22.6.35*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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