

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

Date of writing Report 13th June 1935

(Received at London Office)

17 JUN 1935

No. in
Reg. Book.

Survey held at

Hamburg

Date, First Survey

Port of

Hamburg

Last Survey 13th June 1935

(No. of Visits)

2

Supp

90522 on the Machinery of the Wood, Iron or Steel

NORDLAND (in Elsa Menzel)

Tonnage

Gross 6559

Net 3996

Vessel built at

Kinghorn

By whom

Kinghorn S. P. Co

When

1921-5

Nominal
Horse Power

678

Engines made at

Glasgow

By whom

J. Gordon & Co. Ltd.

When

1921

No. of Main Boilers

3

Boilers, when made (Main)

1921

(Donkey)

-

No. of Donkey Boilers

-

Steam Pressure—
in Main Boilers

300 lb.

Managers

-

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Hamburg

Voyage Far East

in Donkey Boilers

-

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

af.

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

CHARACTER, for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1		* LMC 12.33
Shelter dk. with freelard 11.34		CL 2.33
SS Ham. 4.3-12.33		

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 serially 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 reported 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.

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, Hart. B.*

" " 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 *Hart. Boilers 4.6.35*Present condition of funnel(s) *good*Did the Surveyor examine the Safety Valves of the Main Boiler? *yes, Hart. B.*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, Hart. B.*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, Hart. B.*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 Hart. 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 properly adjusted to 300 lb of pressure

General Observations, Opinion, and Recommendation:— *The Machinery of this vessel, as*

(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, R.S. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

far as now 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)

2

(per Section 29.)

Travelling expenses (if chargeable)

2

5.

Received by me,

19

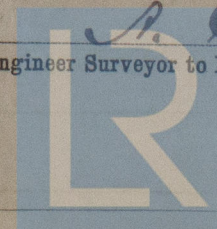
Committee's Minute

TUE. 25 JUN 1935

Assigned

BS. 6.35

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W482-0260

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

Sum
22.6.35

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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