

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

(Received at London Office)

11 JUN 1935

Date of writing Report 3rd June 35. When handed in at Local Office 19 Port of Hamburg.
 No. in Reg. Book 90522 Survey held at Hamburg. Date, First Survey and Last Survey 1st June 1935.
 Supp 90522 on the Machinery of the "NORDLAND", (ex Elsa Menzell). (No. of Visits 1.)

Tonnage Gross 6589 Vessel built at Kinghorn By whom Kinghorn S.B. Co. When 1921.
 Net 3996 Engines made at Glasgow By whom J. Howden & Co. When 1921.
 Nominal Horse Power 678 Boilers, when made (Main) W.T.B. 1921. (Donkey) X
 No. of Main Boilers 3 W.T.B. Owners Rhederei Nordmark A.G. Owners' Address X
 (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers X Port Hamburg Voyage Bremen
 Steam Pressure in Main Boilers 200 lb. If Surveyed Afloat or in Dry Dock afloat
 (State name of Dock.) X
 in Donkey Boilers X

Last Report No. 23307 Port Kot

Particulars of Examination and Repairs (if any) Part B.S.

Periodical Surveys, when held, must be reported in detail and variation 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.

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 X

Was a damage report made by anyone else? If so, by whom? X

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes, centre & port.

" " Donkey " " " X

Was this not done, state for what reasons? X

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? X

Date latest date of internal examination of each boiler Centre & Port W.T.B. 1st. June, 1935. Present condition of funnel(s) good.

Did the Surveyor examine the Safety Valves of the Main Boiler? yes, centre & port To what pressure were they afterwards adjusted under steam? X

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, centre & port and of the Donkey Boilers? X

Did the Surveyor examine the drain plugs of the Main Boilers? no fitted and of the Donkey Boiler? X

Did the Surveyor examine all the mountings of the Main Boilers? yes, centre & port and of the Donkey Boiler? X

Is screw shaft now been drawn and examined? X 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? X

Is shaft now been changed? X If so, state reasons X

Is the shaft now 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

Date date of examination of Screw Shaft X State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft X

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

Is electric light and/or power fitted? X

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

For completion of Boiler Survey it remains:- Starb. main boiler to be examined in its entirety and all three main boilers to be adjusted under steam. As stated by the Owners Superintendent this will be done at vessel's arrival at Bremen, where the vessel is bound for.

The Bremen Surveyor has been advised by letter.

Now done:- Examined centre and port main boilers internally and externally (Water Tube Boilers) with mountings opened up, manholes, doors and fastenings and found all of these parts in satisfactory condition.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, as far as seen,

(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, B.S. 9, 11, B.&M.S. 9, 11, & L.M.C. 9, 11, or XLMC 140 W., F.D., &c.)

CS 3, 34,

appears to be in satisfactory condition and eligible in my opinion to remain as classed in the Society's Register Book with fresh record of:- B.S.:-6, 35 subject to starb. main boiler being examined in its entirety and all three main boilers safety valves being adjusted under steam.

Survey Fee (per Section 29) £ 60.00 Fees applied for 3rd June 1935
 Special Damage or Repair Fee (if any) £ : Received by me, 19
 (per Section 29.)
 Travelling expenses (if chargeable) £ 3.00

Committee's Minute

TUE. 25 JUN 1935

Assigned

See Bmn. 1712

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W482-0265

Produced by New South Wales
To complete at Bremen.
Amveyer advised

It is submitted that this
vessel WILL BE eligible for
the record. B. 6.33 on
Completion as stated

Yours
17.6.33



© 2019

Lloyd's Register
Foundation