

# 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.** (No. of Visits **1.**)

Tonnage Gross **6589** Net **3996** Vessel built at **Kinghorn** By whom **Kinghorn S.B. Co.** When **1921.**  
Engines made at **Glasgow** By whom **J. Howden & Co.** When **1921.**  
Nominal Horse Power **678** Boilers, when made (Main) **W.T.B. 1921.** (Donkey) **F**

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.)  
Managers **X** Port **Hamburg** Voyage **Bremen**

If Surveyed Afloat or in Dry Dock **afloat** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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 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.

When a 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.**

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? **X**

When this was not done, state for what reasons? **X**

What parts of the Boilers could not be thus thoroughly examined? **none**

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**

State 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**

State 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**

If the Survey is 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, 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) **£ :**  
Travelling expenses (if chargeable) **£ 3.00**  
Received by me, **19**

Committee's Minute **TUE. 25 JUN 1935**  
Assigned **See Bonn. 1712**

*M. M. M. M.*  
Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book.

10m. 1284. - Transfer Ink. (The Surveyors are requested not to write on or below)

Produce 12. Dr. Now partly held  
To complete at Bremen.  
Surveys advised

It is submitted that this  
vessel WILL BE eligible for  
the record. Pro 6.35 on  
Completion as stated

Yours  
17.6.35



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