

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

No. 505

of writing Report 27th August 1921 When handed in at Local Office

(Received at London Office)

TUE. AUG. 29 1921

Survey held at Bremen

Port of Bremen

Date, First Survey 24th March Last Survey 4th August 1921

Gross 6276
Net 4210

Vessel built at Hamburg

WESTMINSTER ABBEY ADOLF WOERMANN

Master P. J. Beck

Engines made at Hamburg

By whom Reinhold Schindler

When 1906

Boilers, when made (Main) 4 boilers 1906, port forward (Donkey) boiler 1910

By whom Reinhold Schindler

When 1906

Owners David J. J. Co. Ltd

Port London

Voyage Amsterdam

If Surveyed Afloat or in Dry Dock both

(State name of Dock.)

Kaiserdock

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

Report No. 74075A Port Newcastle-on-Tyne

Particulars of Examination and Repairs (if any) 1st Entry Machinery Alteration

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of the damage (the cause of which must be stated) should be separated from Repairs due to other causes; and the initials of any letters respecting this case. E. 26.4.21, 6.5.21, 25.1.21.

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 not done? Was a damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? partly, see below

not done, state for what reasons? Survey held at Newcastle o. T. as per Merc Report No. 74075A

parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 200 lbs

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boiler?

Shafts now been drawn and examined?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

now been changed? no If so, state reasons

now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

Distance between main stern bush and top of after bearing of screw shaft? a close fit

Is not complete state what arrangements have been made for its completion and what remains to be done? Complete

done:- The pumping pipes and connections & valve boxes examined hauled in all parts found all now in good condition and in accordance with the approved plan and the Secretary's letters. The Pulverizer pump been replaced by a duplex pump of 8 3/4 x 10 1/2 dia. by 9 7/8 stroke all other auxiliary pumps have been thoroughly overhauled, their rivets are: 2 x 9" x 10 1/4" x 1 3/4", 6 x 4 3/4", 4 3/8 x 5 3/8 x 4", 3 1/4 x 4 x 4 3/4". The main feed water heater has been used and the evaporator safety valve adjusted under steam. Air and sounding pipes examined and found in compliance with the Rules. The 2 flywheel pumps have been overhauled & tested and the provision for draining the chain locker and the and after plates have been examined and found in order.

All boilers tested under hydraulic pressure of 270 lbs per square inch found and without alteration of form. The furnace of the forward starboard boiler

P.T.O.

Observations, Opinion, and Recommendation:-

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, E.S. 9, 11, B.S. 9, 11, or E.M.C. 9, 11, &c.

The vessel's machinery now appears to be in a sound and efficient condition and eligible in my opinion for the notification L.M.C. (with date) working pressure 200 lbs and Tail shafts run 8, 21. Fitted for oil fuel F.P. 150° F.

per Section 25)

£

ge or Repair Fee (if any)

£

per Section 25)

£

penses (if chargeable)

£

Fees applied for

per lbs to Bremen

5/8/21

Received by me

2.9.1921

G. H. C. Kamm

Engineer Surveyor to Lloyd's Register of Shipping

tee's Minute

MACHINERY CERT
1921

FRI 10 SEP. 1921

L.M.C. 8.21 20
Fitted for oil fuel 8.21 20 above 150° F

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Foundation

and the starboard & centre furnace of the starboard aft boiler jacked up and faired. A number of tubes renewed in each boiler and upper half of main funnel renewed. The boilers examined under steam found tight and their safety valves adjusted as above. Thickness of washers:-

Port forward boiler	port 30 m/m	star 29.8 m/m	Superheater	18.8 m/m
Star	23	16.2		11.9
Star aft	aft 21	forward 21.2		14.4
Centre	port 28.9	star 17.5		20.7
Port	aft 23	forward 24.8		10.2

Main and auxiliary machinery tried under steam & found in order.

Repairs (Wear & Tear) Main & auxiliary machinery opened out & generally overhauled, both H.P. cylinders bored out & new liners & pistons fitted, all piston & slide valve rods turned up in lathe & reburned, a number of condenser tubes renewed & condenser tested, air pump pistons renewed, Starboard L.P. guide shoe reinstalled, all feed pump plungers reburned, heating coils of evaporator renewed, pumping pipes partly renewed & minor repairs executed.

Alterations:- Both propellers removed and new bronze propellers with 3 not moveable blades of 14'11" dia, 17'9" pitch and 21.5 sq. ft. total surface fitted, at this opportunity both tail shafts drawn & examined.

The vessel has been fitted for burning and carrying oil fuel and the oil fuel burning and bidge and ballast pumping arrangements have been fitted and tested in accordance with the approved plan and the Secretary's Letter E dated 6th May 1921 and in all other respects in conformity with the requirements of Section 49 of the Rules. The deep tank between frames Nos. 108 and 123 will not be used for general cargo.

A steam superheating arrangement has been fitted and tested in accordance with the approved plan and the Secretary's Letter E dated 26th April 1921 and a safety valve has been fitted to every portion of the superheater, which can be shut off from the boilers.

The main and auxiliary steam pipes have been renewed of steel as per plan approved 6th May 1921 and tested to 3 times the working pressure.

The approved plans of the boilers and pumping arrangements are returned. Copies of all other approved plans have been retained at London Office.

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.



G. H. B. K. M. R.

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