

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

Date of writing Report 31 January 1921 When handed in at Local Office 31 January 1921 Port of NEWCASTLE ON TYNE
 No. in Reg. Book. Survey held at Hebburn Date, First Survey 5th Jan Last Survey 21st Jan 1921
50215 on the Machinery of the Wood, Iron or Steel Twin Screw ADOLPH WOERMANN Master

Vessel built at Hamburg By whom Reicherstg Schiffbau When 1906
 Engines made at Hamburg By whom Reicherst maschinen When 1906
 Boilers, when made (Main) 1906 - FEB 1910 (Donkey) none
 Owners David & Co Port London Voyage Amsterdam
 If Surveyed Afloat or in Dry Dock palmer's Hebburn
 (State name of Dock.) Dry Dock

Report No. _____ Port _____

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

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and if detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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.

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

or personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " " " " " none

done, state for what reasons?

of the Boilers could not be thus thoroughly examined?

al 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?

or examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? not adjusted

or examine the Safety Valves of Donkey Boiler? none

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boiler?

or examine the drain plugs of the Main Boilers? Yes

, and of the Donkey Boiler?

or examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boiler?

has now been drawn and examined? Yes

Is it fitted with continuous liner? Yes

or two liners?

or is it without liners? Yes

has been changed? No If so, state reasons

now fitted new? Yes

Has it a continuous liner? Yes

or two liners?

or is it without liners?

space between lignum vitae of stern bush and top of after bearing of screw shaft? ush a close fit, white metal strips about 1/32 inch

is not complete state what arrangements have been made for its completion and what remains to be done? TO Complete Survey for 1st Entry

LMC-1-21. The pumping pipes and Connections and Valve boxes

and auxiliary pumps, have to be examined, and reported upon to London office. The

ing plan is to be forwarded to The Society's Surveyor at Amsterdam where

it is stated will complete the Survey. please see Secretary's London letter dated

January 1921. The Boilers Safety Valves to be adjusted under steam, and the

auxiliary machinery tried under Steam. The furnaces of the Main Boilers

are somewhat deflected. It is recommended the furnaces of the forward

board boiler be jacked up and fairied. All Boilers to be tested under

static pressure. The main funnel appears to be wasted about the middle

in way of two circumferential (mark) bands. The funnel to be examined

the upper half renewed or otherwise satisfactorily repaired. The main feed

heater shell appears to be wasted and this, it was arranged that the feed

Observations, Opinion, and Recommendation:— 1st Entry LMC Report appended. P.T.O

any 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, R.S. 9.12, or L.M.C. 9.11,

or 12, F.D., &c.)

In my opinion the machinery is now so far as seen efficient

and will be eligible for the notification of LMC-1-21, Tail Shafts examined

when the Survey has been completed as recommended above.

per Section 88) _____ Fee applied for _____
 Age or Repair Fee (if any) _____
 per Section 88.) _____
 Travelling Expenses (if chargeable) _____

Committee's Minute

FRI. AUG. 19 1921

Assigned

See minute on Bmn 605

FRI. 16 SEP. 1921

Leonard Shalleross
 Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register

WS10-01762

Twin Screw Steamer *Adolph Ebermann*.

Heater should not be used again, and that a short length of steam supply pipe to the heater should be removed and the apparatus flanged off. It is stated this was done before the vessel sailed. —
 evaporator safety valve to be adjusted under steam —

Twin Screw Engines and Boilers then mountings now examined —
 Vessel placed in dry dock, the propellers, Tail Shafts Tunnel Thrust Shafts, Crank shafts pumps, Condensers, Cylinders, pistons, Rods, Connecting rods, Slide Valves, piston Valves and Valve gear over Covers, and the Engines generally, opened out examined, overhauled, adjusted and closed up as before, the Eccardrol links and outside fastenings and sea Connections opened out examined, overhauled and adjusted, the Steam steering, Windlass Engine opened out and examined found in good Condition — The machinery generally appears to be in a satisfactory Condition —
Boilers opened out, and examined general Condition — the furnaces are all somewhat deflected, It is recommended the furnaces of the forward starboard boiler be picked up and straightened and the survey completed as recommended above —
Boiler mountings opened out, examined, overhauled and put in good order — Spare parts supplied for forced draught plants —
forced draught plant generally examined found satisfactory —
pipes examined in place in way of flanges found no evidence of defects —
 the satisfactory completion of this survey. In my opinion the vessel will therefore be fit for the notification L.M.C. 121 (Red) to be made in the Register Book —
 Leonard G. Halliwell