

20 MAR 1933

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

(Received at London Office)

Date of writing Report 17/3 1933 When handed in at Local Office 10 Port of Copenhagen

No. in Reg. Book. 63517 Survey held at Copenhagen Date, First Survey 13/3 Last Survey 17/3 1933  
 on the Machinery of the Wood, Iron or Steel S. S. "HAMMERSHUS" (No. of Visits 2)

Tonnage Gross 3939 Vessel built at St. Glasgow By whom Russell & Co. When 1903  
 Net 2510 Engines made at Grt. By whom Rankin & Blackman When 1903

Nominal Horse Power 340 Boilers, when made (Main) 1903 (Donkey) 1903

No. of Main Boilers 2 Owners Italian General Shipping Owners' Address London  
 No. of Donkey Boilers 1 Managers Paolo Treves See Port Voyage Lanjig-Venice  
 Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock afloat  
 in Donkey Boilers 90 lb (State name of Dock.)

Last Report No. 8983 Port Cphn

## Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and seriation 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. H 24/2 - S 28/2 1933)

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 13/3

Do. " Donkey " " " " No.

If this was not done, state for what reasons? The donkey boiler not wanted for the present, last voyage.

And what parts of the Boilers could not be thus thoroughly examined? ✓

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 13/3, both boilers.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs. per sq. in.

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. , and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. , and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? ✓ 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 ✓

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

## Main Boilers Survey

Examined internally and externally the two main boilers and found them with the safety valves, man holes with doors, steam pipes, mountings etc in good, efficient and safe working condition.

Adjusted the safety valves under steam to 180 lbs. per sq. inch on the main boilers.

As the vessel is to be broken up at the end of the present voyage the Owners' representatives did not want to spend money on the donkey boiler, and consequently this was not proposed for survey.

The vessel has now been sold to the above mentioned Italian Owners for breaking up purpose. Italian Certificate for Hull and Machinery has been issued as per attached copies.

## General Observations, Opinion, and Recommendation:—

(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. 911, B.&M.S. 911, or L.M.C. 911, 149 lb., F.D., &c.)

Recommend the vessel's machinery to remain as now classed and to have notation of MBS-3-33 subject to the donkey boiler not being used until it has been examined as per Rules.

Survey Fee (per Section 29)	<u>Rs. 115.00</u>	Fees applied for	<u>17/3 1933</u>
Special Damage or Repair Fee (if any) (per Section 29.)	<u>2</u>	Received by me,	<u>19</u>
Travelling expenses (if chargeable)	<u>6 : 5.00</u>		

Committee's Minutes TUE. 28 MAR 1933 TUE. 11 JUL 14

Assigned W. J. ... Referenced for Comp. ...

**2021**

*Strickland*

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W608-0182

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

Is a Certificate required? If so, to be sent to