

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

(Received at London Office THU. 24 FEB. 1921)

Date of writing Report 18<sup>th</sup> Febr. 1921. When handed in at Local Office 19 Port of Copenhagen.

No. in Reg. Book 59829. Survey held at Copenhagen Date, First Survey 3<sup>rd</sup> Jan. Last Survey 31<sup>st</sup> Jan. 1921.

on the Machinery of the Wood, Iron or Steel Sc. Sr. "Hammershus." Master M. Høiisch.

Tonnage Gross 3931. Net 2526. Vessel built at Pt. Glasgow. By whom Russell & Co. When 1903-6.

Registered Horse Power 370. Engines made at Greenock. By whom Rankin & Blackmore. When 1903.

No. of Main Boilers 25/3. Boilers, when made (Main) 1903. (Donkey) 1903.

No. of Donkey Boilers One Owners Dampf-Selsk. Dannebrog (C.K. Hansen) Port Copenhagen Voyage ✓

Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock On floating dock.

in Donkey Boilers 90 lbs. (State name of Dock.) Refshaleøen B & W

Last Report No. Port

## Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serially 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.)

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years Afloat and Dry Docked	Machinery and Boiler Survey (including date of N.B., if any).
800 A1-7-20.		800 LMC-7-16.
S.S. N.Yk. No 3-7-16.		BS-10-19.
Garsh.		Tail shaft new 10-19.

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  
yes

Do. " Donkey " " "

If this was not done, state for what reasons?

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

yes  
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? 90 lbs. per sq. in.

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

yes  
None

, and of the Donkey Boiler?

yes.  
None

Did the Surveyor examine the drain plugs of the Main Boilers?

None  
yes

, and of the Donkey Boiler?

yes.  
yes.

Did the Surveyor examine all the mountings of the Main Boilers?

yes

, and of the Donkey Boiler?

yes.

Has screw shaft now been drawn and examined? No. Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? No. If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between ligum vite of stern bush and top of after bearing of screw shaft? 18"

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

Complete.

## Completion of Special Periodical Survey. (See Gpu. Rpt. No. 5937).

The vessel's machinery was prepared for Completion of Special Periodical Survey and the following repairs due to wear and tear were effected.

The M.P. piston rod skimmed over, neck & gland bushes renewed.

The M.P. guide shoe for ahead refilled with new white metal and the whole M.P. engine adjusted to true centerline.

The L.P. piston packing rings renewed. The steam steering engine overhauled and repaired.

The M.P. and L.P. cylinder covers and the L.P. slide valve cover lifted, pistons and slide valves drawn, all examined and found good.

The M.P. crosshead and crank pin with brasses and bolts examined and found good. (P.F.O.)

## 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. 9.11, B.&H.S. 9.11, or L.H.C. 9.11, 140 lb., F.D., &c.)

Recommend the vessel's machinery to remain as now classed and to have notation of 80 LMC-10-19. BS-2-21. The vessel's name to be removed from the Special Reassess' List. — 1 cu above

Survey Fee (per Section 28) £ 275.00 Fees applied for 18.2.1921.

Special Damage or Repair Fee (if any) £ 257.40

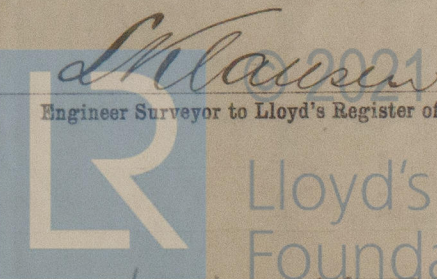
Travelling Expenses (if chargeable) £

Received by me, M. Høiisch.

Committee's Minute FRI. 4 MAR. 1921

Assigned + LMC 10.19 } without  
Note non limit BS 1.21 repl ends.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W608-0189



The circulating pump, the feed and bilge pumps, the ballast pump and the donkey engine pump with buckets, valves and connections examined and found good.

The bilge injection valve, tank and bilge suction pipes with their cocks, valves and roses examined and found good.

Tried the machinery under steam and found it to work satisfactorily. —

Repairs now done:—

A.B.S.

(See Gen. Rpt. No. 596, London Letter 11<sup>th</sup> 12.20 & Special Reasons' List.)

Slight internal cracks in the end plates in way of the fillet of the flanges taking the furnaces of both main boilers repaired by the electric welding process. —

Examined internally and externally the two main boilers and the horizontal donkey boiler and found them with safety valves, manholes with doors, steam pipes, mountings etc. in good, efficient and safe working condition. —

Adjusted the safety valves under steam to 180 lbs. per sq. in. on the main boilers and to 90 lbs. per sq. in. on the donkey boiler. —

### Survey on floating dock.

When the vessel was placed on floating dock the fastenings of the seaconnections were examined and found good. —

The propeller shaft examined and found good as far as could be seen, the shaft not being drawn in.

Stern tube, stern bush etc. found good.

Propeller found good.

L.M.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

S. S. No. 1 due 7.20 now held,  
Repairs expected.

It is submitted that  
this vessel is eligible for  
THE RECORD + LMC 10.19.  
BS 1.21.  
Without special restrictions.

J.W.D.  
28/2/21



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