

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

(Received at London Office 13 DEC 1921)

Date of writing Report 2nd Dec 1921 When handed in at Local Office 2nd Dec 1921 Port of London

No. in Reg. Book. Survey held at Silbury Date, First Survey 1st Dec 1921 Last Survey 2nd Dec 1921

24815 on the Machinery of the Wood, Iron or Steel S MORETON BAY (No. of Visits Two)

Tonnage { Gross 44400 Net 44400 Vessel built at Barrow By whom Pickers Ltd Master When 1921-

Registered { Horse Power Engines made at By whom do When do

No. of Main Boilers Boilers, when made (Main) 1921 (Donkey)

No. of Donkey Boilers Owners Commonwealth Government Port Brisbane Voyage

Steam Pressure— in Main Boilers If Surveyed Afloat or in Dry Dock Silbury

in Donkey Boilers (State name of Dock.)

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

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned, or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>5th freeboard</u>	<u>5th freeboard</u>	<u>F.E. not yet before Committee</u>

Last Report No. Port

Particulars of Examination and Repairs (if any)

(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.)

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? ☒

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?

To what pressure were they afterwards adjusted under steam?

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?

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

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

, 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

Is the shaft now fitted new?

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 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?

As advised by Barrow Surveyors:-

The "Turnbull" type quick shutting valves for oil fuel connections to deep tanks & bunkers where they enter Engine & Boiler space has fitted with control wires workable from upper deck clear of casing, tried & found satisfactory (12 valves)

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.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

The above is reported for the information of the Committee

Survey Fee (per Section 98) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 28.) £ : : Received by me, 19

Travelling Expenses (if chargeable) £ : :

Committee's Minute

Assigned

see minute on F.E. report.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

002289-002297-0174