

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

17 SEP 1928

(Received at London Office)

Date of writing Report 2/8/1928 When handed in at Local Office 2/8/1928 Port of Sydney N.S.W.

No. in Reg. Book. Survey held at Sydney N.S.W. Date, First Survey 23/3/28 Last Survey 31/7/1928
(No. of Visits 7)

~~22291~~ on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "GOONAMBE"

Tonnage } Gross 222
 Net 78 Vessel built at Newcastle N.S.W. By whom Government Dockyard When 1919
 Engines made at Newcastle N.S.W. By whom Government Dockyard When 1917
 Nominal Horse Power } 68 Boilers, when made (Main) 1918 (Donkey)
 No. of Main Boilers 1 Owners Red Funnel Fisheries Ltd. Port Sydney N.S.W. Voyage Trawling
 No. of Donkey Boilers Managers _____
 Steam Pressure— in Main Boilers
 in Donkey Boilers If Surveyed Afloat or in Dry Dock Moat Slipway and
 (State name of Dock.) Afloat in Sydney Harbour.

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) L.M.C. for classification.

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.

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.

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. To what pressure were they afterwards adjusted under steam? 180 lbs.

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 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? Yes. and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? No. 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? A good fit.

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

This vessel placed on slipway, propeller shaft drawn inboard, examined and found in good condition, fitted with liner the whole length of stem tube, the liner in two sections with plastic metal joint. Stern bush renewed. Propeller good. All sea cocks, valves and discharges opened out, examined, found good except boiler blow down cock without gun metal ring on outside of shell flating, cock taken off, spigot lengthened, cock refitted with ring as per rules and now good. Main engines opened out, cylinders, pistons, rings, rods, valves and chambers, crank and thrust shafts with shoes and bearings examined, found good. Main engine, circulating and donkey pumps opened out, examined, found good except general donkey, put ashore and a new duplex pump $5\frac{3}{4} \times 3\frac{1}{2} \times 5$ fitted and now good. Condenser opened out, all tubes drawn, tested, condenser tested and now good. All engine room floor pipes taken out, cleaned.

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.)

This vessel's machinery is now in good condition, eligible in our opinion to be classed L.M.C. with date, and with record of Propeller Shaft Exam 3-28 noted in the Register Book, subject to the Screw Shaft being examined at the joint of liner before the end of March 1930.

Survey Fee (per Section 29) £12.0.0 Fees applied for 13/8/1928
 Special Damage or Repair Fee (if any) £
 Travelling Expenses (if chargeable) £
 Received by me, A.C. Aaron
Jas. C. Criskie
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
 Assigned _____
 TUE. 25 SEP 1928
R.M.C. 7.28
S. 7.28
T.N.B. 19
 CERTIFICATE WILL BE ISSUED
 002725-002735-0220

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

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



arrangement of bilge pipes made as attached plan and now in order. Ejector examined, overhauled and now in order. Main engine pumps, donkey pump and ejector tried on all bilges and found in order. Main steam pipe, (two copper bends and one length of mild steel pipe) taken ashore, copper pipes annealed and tested to 360 lbs. per sq. inch, mild steel pipe tested to 540 lbs. per sq. inch and all found sound and tight. Spare gear checked and found in order.

Boiler opened out, cleaned, examined internally and externally with mountings and found in good condition. All mud-drum and header doors taken off, steam drums, mud-drums and headers examined internally and externally. Tubes sighted and deflection of lower tubes measured, max. $\frac{3}{16}$ ".

Boiler tested by water pressure to 360 lbs. found sound and tight.

Boiler seen under steam, found tight, safety valves adjusted and blowing freely at 180 lbs. per sq. inch.

Main engines seen working in order under steam.

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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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