

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

(Received at London Office)

Date of writing Report 2.4.53 1953 When handed in at Local Office 19 Port of B R I S B A N E

No. in Reg. Book 65468 Survey held at B R I S B A N E Date: First Survey 28.3.53 Last Survey 29.3.53 1953
(No. of Visits two)

on the Machinery of the Woods Iron & Steel M.V. "KATOORA" Year. Month. 1927 10

Tonnage { Gross 327 Vessel built at Greenock By whom G. Brown & Co. Oakland When 1927
Net 149 Engines made at Calcutta By whom Atlas Imperial Diesel Co. When 1927 1943

Nominal Horse Power 14 OMn Boilers, when made (Main) (Donkey) 1927

No. of Main Boilers - Owners Adelaide Steamship Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Port Melbourne Voyage -

No. of Donkey Boilers - Managers -

Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock Afloat, Mourilyan Harb. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers -

No. Port of Examination and Repairs (if any) Confirmatory Survey

Reys, 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 detailed in the body of the report, should be briefly summarised at the end of the report. State also the details of any letters respecting this case).

Where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose, and why they were declined.

Report made by anyone else? If so, by whom?

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

" " Donkey " " " " ?

Reasons for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

By what 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?

Date of internal examination of each boiler.

Present condition of funnel(s)

Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the bush.

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers should be counted from forward.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Now done for confirmatory survey:-

The main engines and all auxiliary machinery examined under working conditions and found satisfactory. The Main Engine holding down bolts examined and found efficient.

Fire extinguishing arrangements which consist of four two gallon chemical extinguishers on the engine room platform and one at the engine room entrance examined and found in order. It was noted that all extinguishers had been freshly charged in December '52. The main engine driven bilge and circulating water pumps opened out, examined and found in good condition. The valves, cocks, pipes and strainers of the pumping arrangements examined and finally tested under working conditions including the hand pump suction throughout the vessel and all found efficient.

From a perusal of the Engine Room Log and Work books it was noted that between the 8th. May to 12th. June 1952 the following parts were examined:- P.T.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.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

This Vessels Machinery, is now in good condition, eligible in my opinion to remain as classed and to have record of LMC (with date) noted in the Register Book.

Survey Fee (per Section 29) £10 : 10 : 0 Fees applied for, 2.4.53 1953
Special Damage or Repair Fee (if any) £ : :
(per Section 29.)
Selling expenses (if chargeable) £43 : 14 : 0 Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed

CERTIFICATE WRITTEN

008855-008862-0027

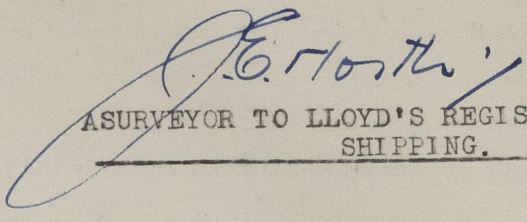


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Nos.1 and 6 Cylinders, covers, pistons, valves and valve gears connecting rods and crank pin bearings. The propeller shaft drawn inboard and examined 15.5.52. All main bearings and journals examined. All sea cocks valves and discharges opened out and examined. The thrust shaft and bearings, main engine compressor, and general service pump all examined and the p and s settling tanks and starting air receivers examined internally and externally.

On the 4th. December, 1952, the following parts were opened up and examined at Cairns:- Nos. 2, 3, 4 and 5 cylinders crank pin bearings. No. 1 Cylinder and Nos. 1 and 2 main bearings of the port generator engine and No. 3 cylinder of the starboard generator examined.


ASURVEYOR TO LLOYD'S REGISTER OF
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