

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 13 DEC 1950)

Date of writing Report 11 DEC 1950 When handed in at Local Office 11 DEC 1950 Port of SOUTHAMPTON

No. in Survey held at SOUTHAMPTON. Date. First Survey 31 OCT Last Survey 9 NOV 1950 (No. of Visits 3)

70354 on the Machinery of the Wood, Iron or Steel QUAD. SC. NEW AUSTRALIA (EX MONARCH OF BERMUDA - 49)

Tonnage Gross 22424 Vessel built at NEWCASTLE By whom VILCARS-ARMSTRONG LTD When 1931 11

Net 12876 Engines made at ERITH & WITTON BIRMINGHAM By whom FRASER & CHAMBERS GYREX KINETIC CO LTD When

Nominal Horse Power 8 Boilers, when made (Main) (Donkey)

No. of Main Boilers 8 Owners M. O. T. Owners' Address

No. of Donkey Boilers 1 Managers SHAW SAVILL & ALBION C^o LD (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 400 If Surveyed Afloat or in Dry Dock BATH. Port LONDON. Voyage

in Donkey Boilers 25090 (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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
F		F
H:46		
RECLASSIFICATION		
CONTEMPLATED		
ES h/k, ho 2-3A		

Last Report No. Port

Particulars of Examination and Repairs (if any) DKG & RPRS

(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?

" " Donkey " " " "

If not, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

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 Present condition of funnel(s) GOOD

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam? 405 & 390 EPT.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 Boilers?

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

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

Has the screw shaft now been drawn and examined? NO. Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush S.O. 07851.063 electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the 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.

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

NOW DONE. Vessel placed in drydock examined propellers and outside fastenings and wear down taken as shown above.

REPAIRS NOW EFFECTED. PORT Bilge pump impeller shaft and sealing rings renewed.

The Port After Boiler (after B.R.) Safety Valves which had been opened up, now re-adjusted under steam.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen is in good order and eligible in my opinion to remain as classed without fresh need of survey.

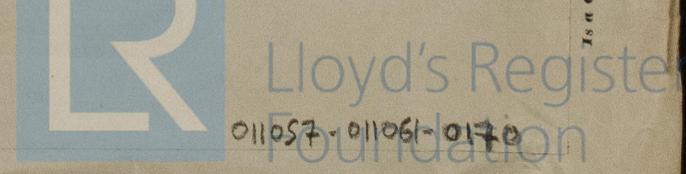
Survey Fee (per Section 29) £ : : Fees applied for 12/12/1950.
Special Repair Fee (if any) £ 2 : 2 : (per Section 29.)
Travelling expenses (if chargeable) £ : : Received by me, 19

Committee's Minute FRI. 19 JAN 1951
Assigned + LMC 8.50

SP&S (outer) 10.45
SP&S (inner) 10.45

CERTIFICATE WRITTEN.

Y. Boswell
Engineer Surveyor to Lloyd's Register of Shipping.



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

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