

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

(Received at London Office)

Date of writing Report 19.11.54.19 When handed in at Local Office 19.11.54.19 Port of SYDNEY N.S.W.

No. in Reg. Book 67116 Survey held at SYDNEY N.S.W. Date: First Survey 14.10.54. Last Survey 16.11.54.19 (No. of Visits 3)

Tonnage { Gross 1545 Net 875 Vessel built at Kinderdijk By whom Gebr. Jonker When 1921 Month.

Nominal Horse Power 174 Engines made at Abblassendam By whom Abblassendamsch. Msch. Frb When 1921

No. of Main Boilers 2 Boilers, when made (Main) 1921 (Donkey)

No. of Donkey Boilers - Owners Australian Steamships Pty.Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180lb Managers Howard Smith Ltd., Port MELBOURNE Voyage

in Donkey Boilers - If Surveyed Afloat or in Dry Dock (State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) Boiler Survey.

(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? yes

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

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 Port 19.10.54. St d. 14.10.54 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 180lbs./sq.in.

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? yes, 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? yes, and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? - 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. 5/64" Is 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. Auxiliary machinery should be referred to by position in Machinery Space.

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

NOW DONE. Propeller outer end of stern bush, and outside fastenings of sea connections examined.

The port and starboard boilers examined internally and externally with all mountings and safety valves adjusted under steam as above.

REPAIRS DUE TO WEAR AND TEAR. Port Boiler: Both furnace gourd necks where worn now welded and corrugations in line of fire bars where pitted built up with welding as necessary. One outboard combustion chamber back plate stay fractured and renewed. After collision chock wasted and renewed. Outboard safety valve spindle bent and fractured and renewed.

Starboard Boiler.: Three stays in outboard combustion chamber back plate & 2 stays in inboard combustion chamber back plate renewed. Furnace corrugation where pitted built up with welding as necessary. After collision chock wasted and renewed. Aux. feed check valve lid and spindle renewed.

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.)

*L.M.C. 140 lb., F.D., &c.)

CS 3,34,

This vessel's machinery so far as seen is in good condition eligible in my opinion to remain as classed and have record of B.S. 10,54 made in the Register Book.

Survey Fee (per Section 29) £ 20: 0: 0 Fees applied for, 19.11.54

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute THURSDAY 16 DEC 1954

Assigned BS 11.54

Engineer Surveyor to Lloyd's Register of Shipping.

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