

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

AUG -1 1940

(Received at London Office)

Date of writing Report 12/6/40 When handed in at Local Office 12/6/40 Port of SYDNEY, N.S.W.

No. in Survey held at SYDNEY, N.S.W. Date, First Survey 6/6/40 Last Survey 10/6/1940  
g. Book. (No. of Visits 2)

2397 on the Machinery of the Wood, Iron or Steel Trp. S.S. NIAGARA

Gross Tonnage 13415 Vessel built at Glydebank By whom J. Brown & Co. Ltd. When 1913-3  
Net Tonnage 7582 Engines made at Glydebank By whom J. Brown & Co. Ltd. When 1913

Boilers, when made (Main) 1913 (Donkey) ✓  
Owners Canadian Australasian Line Owners' Address London Voyage ✓

Managers ✓ If Surveyed Afloat or in Dry Dock Afloat  
(State name of Dock.)

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

CHARACTER: 100 A1 Machinery and Boiler Surveys: MS. 5.36  
Date of last Survey and of Periodical Surveys: 12.39. BS. 11.38  
SS Syd. 2<sup>nd</sup> 3-1.37. TS(S) 8.39 CL  
" (P) 2.38  
" (C) 8.38

Particulars of Examination and Repairs (if any) Part 17.5.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details 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.

Where 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 ✓

Has 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? ✓

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

Where this was not done, 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? ✓

What is the latest date of internal examination of each boiler? ✓ Present condition of funnel(s) ✓

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 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? ✓ 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 the shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What is the date of examination of Screw Shaft? ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

Where the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the 17.5. - all rule

Requirements remain to be carried out except the examination of the following: - Starboard Main Engine: - H.P., 17<sup>th</sup>, and Forward 6<sup>th</sup> valves and chambers, 14<sup>th</sup> P. and 17<sup>th</sup> P. cylinders, all crank shaft

journals and bearings, Thrust shaft journals and bearings. Starboard deal air pumps. Port and starboard Weis main feed pumps.

Now done: - Starboard Main Engine: - Crank shaft and thrust shaft journals found out, bottom halves of all bearings removed, re-matched and refitted, all six crank shaft journals and forward and after thrust shaft journals and bearings, examined all now in good condition.

H.P. cylinders found out, brass cover pistons and pistons red examined and found in good condition.

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

The machinery of this vessel, as far as seen, is now in good condition, eligible in my opinion to remain as classed, and to have fresh record of 17.5. with date, valid in the Register Book when the survey has been completed.

Survey Fee (per Section 20) £ 5:5:0 Fees applied for 12/6/40

Additional Damage or Repair Fee (if any) £ : : Received by me, 19

Printing expenses (if chargeable) £ : :

Committee's Minute signed As now FRI 9 AUG 1940

Engineer Surveyor to Lloyd's Register of Shipping. 2021

Lloyd's Register Foundation

W61-0144