

CAH 2470

Survey for Repairs, &c., of Engines

(Received at London Office)

Writing Report 1st August 1907 When handed in at Local Office 1st August 1907 Port of Calcutta

No. in Reg. Book. Survey held at Calcutta Date, First Survey 11th May 1907

on the Machinery of the Wood, Iron or Steel ss "Fortunatus"

Age { Gross 3425 Vessel built at Newcastle By whom Armstrong Whitworth & Co.
Net 2135 Engines made at Newcastle By whom H. & Marine Eng Co.

Registered Horse Power 390 Boilers, when made (Main) 1901 (Donkey)
of Main Boilers 3 Owners A. Currie & Co. Port Melbourne

of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Whidbey Dry Dock & Lower Union Dry Dock Particulars of Classification

Pressure Main Boilers 180 lbs Donkey Boilers 120 lbs 100 A1

Particulars of Examination and Repairs (if any) Damage

Medical Surveys, when held, must be reported in detail and serially 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 names and initials of any letters respecting this case.

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? also whether any damage report was made, and, 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 " " " No donkey boiler

What parts of the Boilers could not be thus thoroughly examined? None

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? None

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 150 lbs per sq. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 120 lbs

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

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

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

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? None or is it without liners? None

Has the shaft now been changed? No If so, state reasons None

Has the shaft now fitted new? No Has it a continuous liner? Yes or two liners? None or is it without liners? None

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? About 3/32"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete, except L.P. Slide valve has

upper end, a crack about 10" long, over which a substantial patch is well fitted & bolted. It has been arranged that

a new valve will be fitted at the first convenient opportunity. The patched slide valve is in safe working condition.

The present survey of the vessel's Engines & Boilers is made in consequence of her having stranded on an uncharted

reef off the N. Coast of Flores Island, on the 5th April 1907, while on a voyage from Melbourne to Calcutta via Torres Straits

Java & Singapore. Vide accompanying copy of damage survey report.

Now done - While the vessel was in dry dock - screw shaft drawn & together with stern tube & bush examined

stern bush in great part re-wooded & shaft & propeller re-shipped; crank, thrust & turner

shafts, cylinders, pistons, piston & slide valves & casings, valve gears, piston & connecting rods, condenser,

pumps & bedplate examined; main engines found in good order. Repairs - L.P. crank pin brasses

re-metalled & re-fitted; L.P. slide valve patched, as described above; 4 auxiliary condensers & 5 donkey pumps over-

hauled & placed in good order.

Main boilers examined internally & externally; examination also made of their safety valves & fittings

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. 9,05, B.A.S. 9,05, or L.M.C. 9,05, 140 lb., F.D., &c.)

The Engines & Boilers of this vessel are now in good order & safe working condition & eligible, in my opinion, to remain as Classed & to have notification of **MS 7.07**; **BS 7.07** & "Tail shaft seen 7.07" in the Register Book.

Survey Fee (per Section 28)	£	Fees applied for
Special Damage or Repair Fee (if any)	Rs. 256	31-7-1907
Travelling Expenses (if chargeable)	£	Received by me,
		1-8-1907

W. Fish

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **TUES. 20 AUG 1907**

FRI. 15 NOV 1907

Assigned L.M.C. 7.07
subject.



Insert Character of Ship and Machinery

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

