

WRECK

WRECK SECTION

pt. 9.

No.

No. 26421

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

(Received at London Office)

Date of writing Report 17/6/ 1953 When handed in at Local Office 17/6/ 19 53

Port of SYDNEY N.S.W.

No. in Register Book 43 Survey held at SYDNEY N.S.W. Date: First Survey 10/6/53 Last Survey 11/6/ 19 53
on the Machinery of the Wood, Iron or Steel Q.S.M.V. "AORANGI" (No. of Visits 2)

Gross Tonnage 17486 Vessel built at Glasgow By whom Fairfield Co. Ltd., When 1924
Net Tonnage 4765 Engines made at Glasgow By whom Fairfield Co. Ltd., When 1924
Nominal Horse Power 2400 Boilers, when made (Main) -- (Donkey)(W.T.) made '39 refitted 3,4,5
No. of Main Boilers 2 Owners Canadian A/Asian Line Ltd., Owners' Address
No. of Donkey Boilers -- Managers --- (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 120lb Port London Voyage
No. of Donkey Boilers -- If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 26277. Port Syd.
Particulars of Examination and Repairs (if any) Adv. of Machy. Survey.
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.

CHARACTER of 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).
*100 A1 with freeboard		*LMC 8,48
11,52		DBS 2-53
SS Syd. 8,48 (Dr)		T.S.C.P. 9,51
		" S.A. 3,51
		" S.F. 11,52
		P.A.M. 3-5
		DBS 2-53
		OIL ENGINES
		CONTINUOUS SURVEY.

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?
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 Boilers? To what pressure were they afterwards adjusted under steam?
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?
Is the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?
Is 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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush.
Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?
Is 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 C.S. case.
The following items opened out examined and found or placed in good condition.

- Port Outer Main Engine:-
Ford. compressor complete.
No. 4 cyl. liner, piston, cover, valves and gear.
No. 6 crankpin, webs and bearing.
- Port Inner Main Engine:-
Aft compressor complete.
No. 2 crankpin, webs and bearing.
- Starboard Outer Main Engine:-
Ford. compressor complete.
No. 1 cyl. complete including jacket.
- Auxiliaries.
Emergency bilge pump.

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, BS. 9,11, B&MS. 9,11, *LMC. 9,11, or *LMC 140 lb. F.D., &c.)
CS 3,34.
This vessel's machinery as far as seen is eligible in my opinion to remain as classed and have record of *LMC-CS with date when the survey has been completed, subject to previously noted conditions.

Survey Fee (per Section 29) £ 25 : 0 : 0
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Travelling expenses (if chargeable) £ : 6 : 0

Fees applied for, 15/6/1953
Received by me, J. M. Petrie
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute MONDAY 13 JUL 1953 FRIDAY 17 JUL 1953
Assigned Deferred for comp. C.S.

Q.S.M.V. "AORANGI"

16th June, 1953.

Repairs.

Port Inner Main Engine.

New cover fitted to aft compressor marked:-

Lloyds No. 322
Head Test 2,000 LBS 22/12/52 I.M.P.
Jacket Test 85 LBS 14/1/53 J.H.C.

Port Outer Main Engine.

New bottom end bearing and bolts fitted to No. 6 crankpin.

Starb. outer Main Engine.

New liner fitted to No. 1 Unit

Marked Lloyds No. 293
TEST 100 lbs sq. inch.
F.K.B. 10/9/53.

Items in S.R. List Not dealt with at this time and it is stated by the Owners' Representatives that the vessel is proceeding to the U.K. for breaking up.