

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

(Received at London Office)

6 DEC 1949

Date of writing Report 2.12.49 When handed in at Local Office 2.12.49 Port of GENOA

No. in Survey held at GENOA Date. First Survey 20-5-49 Last Survey 25-7-1949  
(No. of Visits 18)

4477 on the Machinery of the Wood, Iron or Steel Tx. Sc. S.S. "CANBERRA"

Gross 7710 Vessel built at Glasgow By whom A. Stephen & Sons Ltd. When 1913 June  
 Net 4094 Engines made at Glasgow By whom A. Stephen & Sons Ltd. When 1913  
 Nominal Horse Power 1202 MN Boilers, when made (Main) 1913 (Donkey)   
 of Main Boilers 6 SB Owners Cia. Marittima del Este, S.A. Owners' Address   
 of Donkey Boilers  Managers  Port  Voyage   
 Steam Pressure     
 on Main Boilers 215 lb     
 on Donkey Boilers

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)
<u>100 A1</u> <u>Shelter dk.</u> <u>With freeboard</u> <u>14, 48</u> <u>ss. Syd. 2nd 11-3-4, 38</u> <u>ss. Gen. -2, 48</u>		<u>LMC. 2, 47</u> <u>BS. 9, 48</u> <u>CL. 3 5, 47</u> <u>D. 2, 48</u>

Particulars of Examination and Repairs (if any) Docking, B.S., T.S., Oil Fuel Conversion & Passengers Certificate

Medical 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.

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

Donkey " " " "

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 was the latest date of internal examination of each boiler? June 1949 Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 215 LBS/SQ"

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? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has the shaft now been changed? No 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 4.49 State the wear down in the worn bush P. 8" S. 0 fit

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

Engines parts, when referred to by numbers, should be counted from forward. Complete

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

How done: The vessel placed in dry dock, the propellers, aft end of Port sternbush, Starboard screwshaft & sternbush, sea cocks & valves examined & found or placed in good condition

Repairs: Starboard sternbush bottom half re-wooded. One blade Port propeller found broken at tip, now renewed, another blade bent at tip now faired. One blade Starboard propeller found broken at tip, now renewed, another blade bent at tip now faired.

Boiler Survey: All boilers examined throughout together with mountings safety valves, manholes & doors, all found or placed in efficient condition & the safety valves adjusted.

Repairs: In most of the furnaces on the fireside there are signs of small horizontal cracks on top halves of individual corrugations, these corrugations are usually adjacent to the combustion chambers - all furnaces have been wire-

General Observations, Opinion, and Recommendation: The machinery of this vessel, so far

(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 2,11, B&MS 2,11 \*LMC 9,11 or \*LMC 140 lb., FD, &c.) CS 2,34,

now seen is in good condition & eligible in our opinion to remain as

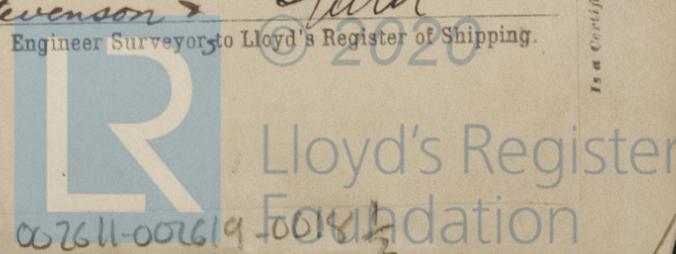
classified with fresh records of B.S. 7,49, T.S.C.L.S. seen 7,49 & fitted for oil

level 7,49, F.P. above 150°F"

Key Fee (per Section 29) B.S. £ 34: 2: 0 Fees applied for 2.12.1949  
Oil Fuel Installation £ 53: 17: 0 {PAYABLE IN LONDON}  
Special Damage or Repair Fee (if any) £ 4: 12: 0 {Per Section 29, 1949}  
(per Section 29.) Received by me, Jan Stevenson  
Selling expenses (if chargeable) £ 4: 15: 0 19 1949

Committee's Minute WED 11 JAN 1950

Signed Sec Nap 4424



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

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

T.S. "CANBERRA"

Boiler repairs (Bontid) :- brushed & the cracks cut out & built up with E.W. where necessary.

Oil fuel installation :- At this time an oil burning installation has been fitted in accordance with the approved plans & Secretary's letters. The oil fuel piping, sounding pipes, air pipes, fittings & control of the transfer & pressure pumps & tanks, drip trays, save-alls, observation tank for steam exhaust & the fire extinguishing apparatus comply with the Requirements of the Rules.

The pressure pipes, heaters, their fittings & steam coils have been tested to Rule requirements & found satisfactory.

On completion the oil fuel installation & fire extinguishing apparatus have been examined under working conditions & found satisfactory.

All lead pipes and woodwork in the machinery spaces have been removed & replaced by steel pipes & steel work.

The funnel damper fixed in position

Part machinery survey for Passenger Certificate.

The following machinery parts examined & found or placed in efficient condition :-

Port main engine all cylinders, pistons, valves & casings, crankshaft with bearings

Starboard main engine H.P., 1<sup>st</sup> M.P., L.P. valves & casings, 2<sup>nd</sup> M.P. cylinder & piston

The steering engine. The evaporator examined & its safety valves adjusted.

The steam pipes examined under working conditions & found satisfactory

On completion the main & auxiliary machinery tried at work & found satisfactory

Minor repairs carried out.

The Passengers Certificate has been issued for 3 months subject to a reliable submersible type fire & bilge pump being fitted before the end of October 1949.

Jas. Stevenson