

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

(Received at London Office)

26 SEP 1932

Writing Report 15<sup>th</sup> Aug 1932. When handed in at Local Office 19 Port of **MELBOURNE**Survey held at Melbourne Date, First Survey 7<sup>th</sup> Aug. Last Survey 11<sup>th</sup> Aug. 1932 (No. of Visits 4.)on the Machinery of the ~~Wood Iron or Steel~~ <sup>Twin</sup> M/S "ASTORIA"ROSS 4454 Vessel built at Nassau By whom At. Nassau When 1926-4et 2694 Engines made at Copenhagen By whom At. Burneolt When ..

541 Boilers, when made (Main) .. (Donkey)

Boilers Owners a/s & s Orient Owners' Address ..Boilers 1 Managers Is. Port Copenhagen Voyage HauruBoilers 1204 If Surveyed Afloat or in Dry Dock Duke's dry dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. .. Port ..

Particulars of Examination and Repairs (if any) Port T.S. etc.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and details in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Cases where the Surveyor has not made a special damage report he is required to state whether he has services for this purpose, and why they were declined? Copy attached to Hull Rpt.

Report made by anyone else? If so by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ..

" Donkey " " " "

done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? .., and of the Donkey Boilers?

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

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

Shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Shaft been changed? No If so, state reasons ..

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?

Space between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Starb<sup>d</sup> 16", Port - close working fit

Is not complete, state what arrangements have been made for its completion and what remains to be done L.M.C. part held.

Work done :-

Propellers, after end of stern bushes & outside fastenings of sea

sections examined.

The port-tail shaft drawn in & examined, the port stern bush

on, bottom half of lignum vitae renewed & rebored (Chief

engineer's instructions)

Stern bush, tail shaft & propeller replaced, secured in position - all

in good condition

Repairs to port & starb<sup>d</sup> engine seatings - stated to be due to heavy

use - shown on Hull Report.

Observations, Opinion, and Recommendation: - The Machinery of this Vessel,

fully 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

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, or S.I.M.C. 9, 11,

b, F.D., &c.)

As seen, is now in good & efficient condition - eligible to remain

classified with notation of Port-Tail shaft examined 8, 32.

Section 29) .. £ 4 : 4 : 0 Fees applied for

Damage or Repair Fee (if any) .. £ : : : 19

Expenses (if chargeable) .. £ : 16 : 0 Received by me, .. 19

Committee's Minute ..

Signed ..

FRI. 7 OCT 1932

As now

FRI. 11 AUG 1933

FRI. 14 NOV 1933

TUE. 29 NOV 1932

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003824-003831-0104

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



Port-Screw shaft examined &  
brush re wooded.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that  
this vessel is eligible for  
THE RECORD

Port 5832

Part time noted.

25th

21.0732

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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