

Rpt. 9

Date of writing report 8-3-56

Received London 22 MAR 1956

Port No.

Survey held at SYDNEY N.S.W.

No. of visits 1

First date 29-1-56

Last date 29-1-56

128897

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 04830 Name S.S. "CALDARE"
 Owners Australian Steamships Pty. Ltd. Managers Howard Smith Ltd. Gross tons 760 Date of build 1930
 Port of Registry Sydney N.S.W.
 Engines made 1930 By J. Lewis & Sons Ltd. Type T.6Cy.

Records of Survey & Special Notations as per Register Book

No. of Main Engines - No. of Screws 2
 No. of Main Boilers 2 W.P. 180 lb

No. of Aux./Donkey Boilers --W.P. --
 Surveyed Afloat or in Dry Dock Afloat
 Exam. of damage to propeller
 Nature of Survey

Was Damage Report issued? NO Int. Cert.? YES

Last Report (For Head Office only)

NOW

Hull	Machinery
100 A1	LMC 11,51
1,55 Syd.	B.S. 1,55
S.S. Syd. 7,52	T.S. 1,55 CL

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs" At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

Has a Survey also been held on Ship?
 If so, is the Report sent now, or when will it be sent?

- DOCKING Propellers
- Fastenings
- Wear Down of Stern Bushes
- Oil Glands
- Sea Connections
- Has Screwshaft/Tubeshaft been drawn?
- Date of Examination
- Has Shaft been changed?
- Has Shaft now fitted been previously used?
- Has Shaft now examined/fitted a continuous liner?
- Approved oil glands?
- MAIN ENGINES (Recip. Steam or I.C.)
- PORT STARBOARD
- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides { Side, Centre
- 4 Crankpins & Bearings { Side, Centre
- 5 Journals & Bearings
- MAIN ENGINE DRIVEN AIR COMPRESSORS
- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices
- MAIN ENGINE DRIVEN SCAVENGE PUMPS
- 11 Cyls., Covers, Pistons & Rods
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers
- 16 SCAVENGE BLOWERS
- 17 SUPERCHARGERS
- MAIN TURBINES
- 18 Casings, Rotors, Blading, Bearings & Thrusts
- 19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
- 20 STEAM COMPRESSORS
- 21 CLUTCHES & HYDRAULIC COUPLINGS
- 22 REDUCTION GEARING
- 23 THRUST BLOCKS, SHAFTS & BEARINGS
- 24 INTERMEDIATE SHAFTS & BEARINGS
- 25 HOLDING DOWN BOLTS & CHOCKS
- 26 CONDENSERS (MAIN & AUX.)
- 27 STEAM RE-HEATERS
- 28 DE-SUPERHEATERS
- 29 STOP & MANOEUVRING VALVES
- 30 MAIN ENGINE DRIVEN PUMPS
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS
 This vessels machinery so far as now seen is eligible
 in my opinion to remain as classed and have the record of LMC with date.

Date of Committee 3 MAY 1956
 Decision AS now subject.

Noted for reader

(J.H. Cowell) Engineer Surveyor to Lloyd's Register of Shipping



If certificate is required state where to be sent.

003867-003874-0095

32 Essential Independent Pumps (Identify by position)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT

Table with columns: PROPULSION, PORT, STARBOARD, AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, Generators & Governors, Motors, Switchboards & Fittings, Circuit Breakers, Cables, Insulation Resistance, Steering Gear Generators and Motors, Navigation Light Indicators.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

Table with columns: MAIN, AUXILIARY, DONKEY or PRESS. Rows include Superheaters, Safety Valves, Mountings, Doors & Fastenings, Safety Valves Adjusted to, Boiler Securing Arrangements, Main Economisers, Exhaust Gas Heated Economisers, Steam Heated Steam Generators, Steam Generator Safety Valves Adjusted to, Were Oil Burning System & Remote Controls examined working in accordance with Rules?, Forced Circulating Pumps, Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?, Funnel.

EXAMINATION & TESTING OF STEAM PIPES (State material)

Table with columns: Main, Auxiliary (over 3 in. bore). Rows include Were Copper Pipes annealed?, Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

At the request of the Owners the vessels machinery examined for damage in consequence of the Port Propellor striking a submerged object at Newcastle Harbour on 23-2-56.

It was stated that the machinery had sustained no apparent damage after striking the the submerged object.

The vessel's machinery now examined under working conditions and found in good condition. It was recommended that the Port Propellor be specially examined at the next Dry Docking.

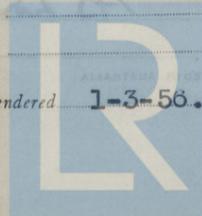
LEAVE THIS SPACE BLANK

Survey fees £5:0:0.

Damage fee

Expenses

Date when A/c rendered 1-3-56.



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