

Rpt. 9

Date of writing report 8-3-56

Survey held at SYDNEY N.S.W.

Received London 22 MAR 1956

No. of visits 1

Port First date 29-1-56

No. Last date 29-1-56.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

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

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)

Records of Survey & Special Notations as per Register Book

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.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings 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 gland?
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

- Cyls., Covers, Pistons & Rods
- Valves & Gears
- Connecting Rods, Top Ends & Guides { Side Centre
- Crankpins & Bearings { Side Centre
- Journals & Bearings

- MAIN ENGINE DRIVEN AIR COMPRESSORS
- Cyls., Covers, Pistons & Rods
 - Connecting Rods & Top Ends
 - Crankpins & Bearings
 - Journals & Bearings
 - Coolers & Safety Devices

- MAIN ENGINE DRIVEN SCAVENGE PUMPS
- Cyls., Covers, Pistons & Rods
 - Connecting Rods & Top Ends
 - Crankpins & Bearings
 - Journals & Bearings
 - Levers

- SCAVENGE BLOWERS
- SUPERCHARGERS

- MAIN TURBINES
- Casings, Rotors, Blading, Bearings & Thrusts

- EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
- STEAM COMPRESSORS
- CLUTCHES & HYDRAULIC COUPLINGS
- REDUCTION GEARING
- THRUST BLOCKS, SHAFTS & BEARINGS
- INTERMEDIATE SHAFTS & BEARINGS
- HOLDING DOWN BOLTS & CHOCKS
- CONDENSERS (MAIN & AUX.)
- STEAM RE-HEATERS
- DE-SUPERHEATERS
- STOP & MANOEUVRING VALVES
- MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?
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

Decision



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

PROPULSION

PORT

STARBOARD

AUXILIARY EQUIPMENT

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

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

MAIN

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to {
Sat.
Spl.

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)

Main

Auxiliary (over 3 in. bore)

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.

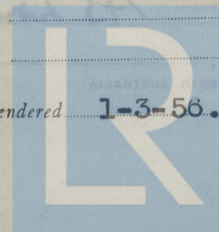
The vessel's machinery now examined under working conditions and found in good condition. It was recommended that the Port Propellor be specially examined at the next Dry Docking.

Survey fees £5:0:0.

Damage fee

Expenses

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



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