

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

(Received at London Office)

Writing Report 29th Oct. 1940 When handed in at Local Office 19 Port of WELLINGTON

Survey held at WELLINGTON Date, First Survey 13th Aug. Last Survey 23rd Oct. 1940 (No. of Visits 8)

on the Machinery of the Wood, Iron or Steel MOTORSHIP "ARMADALE"

Gross 5066 Net 3079 Vessel built at DUMBARTON By whom W. DENNY & BROS. LD. When 1929 9-m

Engines made at DUMBARTON By whom W. DENNY & BROS. LD. When 1929

Boilers, when made (Main) (Donkey) 1929

Owners AUSTRALIND STEAM SHIPPING CO. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers TRINDER, ANDERSON & CO. Port LONDON Voyage UNITED KINGDOM

If Surveyed Afloat or in Dry Dock BOTH - WELLINGTON FLOATING DOCK Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. Port

Reasons of Examination and Repairs (if any)

When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on engine (the cause of which must be stated) should be separated from repairs due to other causes; and repairs on the body of the vessel, should be briefly summarised at the end of the report. State also the date of any letters respecting this case. Letters 22/8/40, 11/9/40, 5/10/40

Where the Surveyor has not made a special damage report he is required to state whether he has declined to do so, and why they were declined

Report made by anyone else? If so, by whom?

Personally go inside each Main Boiler separately and make a thorough examination at this time? NONE

Donkey " " " " NO - NOT DUE FOR SURVEY

State for what reasons?

Why could the Boilers not be thus thoroughly examined?

What means, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler?

What means of internal examination of each boiler? Present condition of funnel(s) Good

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

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

Examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Examine all the mountings of the Main Boilers? and of the Donkey Boilers?

How often has the shaft been drawn and examined? No Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft been changed? If so, state reasons

Has the shaft been 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?

Position of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

Is electric light and/or power fitted YES, BOTH

Surveyor examine the generators, motors, switchgear, cables and fuses? GENERAL EXAMINATION ONLY

Resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? NO

If not complete, state what arrangements have been made for its completion and what remains to be done. NOT COMPLETE

For advancement of LMC CS, the following parts were submitted for examination:-

Working parts of the Main Engines were completely opened up:- Nos 2, 3, 4 & 6 Units, cylinders,

valves, liners, pistons, rods, crossheads, guides, top & bottom end bearings and crankshafts;

No. 5 Unit cylinder, cover & valves, liner, piston and crosshead. All Main Bearings, i.e.

& 3 Open Engine and Nos 1 to 8 Main Bearings and Journals examined.

Bottom end bolts & nuts were renewed from tested steel Nos 4 & 6; also 2 nuts Nos 3 & 4;

top half bearing shells were renewed at Nos 2, 3 & 4. Piston rings renewed as required.

Main Engines and Machinery satisfactory.

SURVEY No. 3. The following parts were submitted for examination:

Propeller and stern bush in position examined; sea connections and (P.T.O.)

Observations, Opinion, and Recommendation:-

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 what alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, R.S. 9.11, B.&M.S. 9.11, & L.M.C. 9.11, or 140 lb., F.D., &c.)

EVERY OF THIS VESSEL IS IN GOOD CONDITION AND ELIGIBLE, IN MY OPINION, FOR THE RECORD

DATE WHEN THE SURVEY IS COMPLETED.

FRI. 14 NOV 1941

Minute As now

Fees applied for 23/10/40 Received by me, 19

Signature of Engineer Surveyor to Lloyd's Register of Shipping. Lloyd's Register Foundation

ship's side valves were opened up and specially examined with all their fastenings.
Repairs. Main Engine General Service and Circulating Pump Injection double valve chest softened, this with one length of pipe was renewed with all fastenings.
All these parts now examined are in good condition.

Edward Leight

ENGINEER TO LLOYD'S REGISTER,
WELLINGTON, N.Z.

Ch. R. R. R.

19.3.24

*to complete to order, to follow
the main*

*1st main engine combustion chamber
bottom. Compensator set air cooler, all as
renewed, all pumps (except 1st)
hydrovacuum system and the general
service pump to the pumping
arrangements, the steam
engine to main*

*to process crank pin
the discharge air pump
is broken & crank
pin. The electrical
equipment at the
main & engine
etc. etc.*

19/3/24



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