

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

(Received at London Office

19 MAR 1934

Date of writing Report 6-2-1934 When handed in at Local Office 6-2-1934 Port of Sydney N.S.W.

No. in Reg. Book. 31571 Survey held at Sydney N.S.W. Date, First Survey 18-1-34 Last Survey 30-1-1934 (No. of Visits 6)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "NALPA"Tonnage { Gross 685 Vessel built at Delfzijl By whom Wostelboer & Co. When 1918  
Net 365 Engines made at Delfzijl By whom Wostelboer & Co. When 1918.

Nominal Horse Power 108 Boilers, when made (Main) 1918. (Donkey) ✓

No. of Main Boilers 2 Owners The Adelaide Steamship Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).

No. of Donkey Boilers ✓ Managers Port Port Adelaide Voyage Queensland Ports.

Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Both Ports' Slipway and Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

n Donkey Boilers ✓

1st Report No. Port

Particulars of Examination and Repairs (if any) L.M.C.

Periodical 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? ✓

as 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 18-1-34.

Do. " Donkey " " " ✓

Was this not done, state for what reasons? ✓

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs per sq in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? None fitted, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? ✓

Has screw 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? No

Has 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

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

Vessel placed on slipway, propeller shaft drawn inboard, examined and found in good condition. Propeller, stern bush and fastenings examined and found good. Stern bush not rewooded.

All sea cocks, valves and discharges opened out, examined with fastenings and found good.

Main Engines opened out, all cylinders, pistons, rings, rods, valves and chambers, crank, thrust and intermediate shafts examined with bearings and found in good condition.

All pumps opened out, examined and found in good condition. Condensers opened out, examined and found good. Valves, cocks, pipes and strainers of pumping arrangement examined and found in good order. Spare gear examined and found in order. - P.T.O. -

General Observations, Opinion, and Recommendation:— This vessel's machinery is now (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, B.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

in good condition, eligible in our opinion to have the Society's Class with records of L.M.C. 1'34 and Propeller Shaft Sun 1'34 (continuous liner) to be noted in the Register Book, subject to the approval of the Committee.

Survey Fee (per Section 28) £ See 1st Entry Report Fees applied for 19  
Special Damage or Repair Fee (if any) (per Section 28.) £ Received by me, 19  
Travelling Expenses (if chargeable) £

Committee's Minute

Assigned

FRI. 4 MAY 1934

Lomb 1. 34

FRI. 3 AUG 1934

TUE. 8 NOV 1934

FRI. 15 FEB 1935

TUE. 12 MAR 1935

James C. Brown  
Barton P. Fielden  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

005518-005528-0136

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

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



Port and starboard boilers opened out, cleaned, examined internally and externally with mountings and found in good condition. Port and starboard boilers run under steam, found tight and safety valves adjusted and run blowing freely at 180 lbs per sq. inch.

Main Engines and auxiliaries run working satisfactorily, ahead and astern, under a full head of steam.

Electrical Installation (for lighting purposes only) examined. Fittings and fuses on switch board and sub-distribution boxes and electric cables where practicable, examined and found in good condition.

The insulation resistance of the generator and each section of the system of conductors tested to earth by 220 volt "Megger" with all lamps and fuses in place, and all switches on, and found satisfactory.

Generator run working in order under full load.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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.



© 2020

Lloyd's Register  
Foundation