

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

Received at London Office 11 5 MAR 1948

Date of writing Report 15 -11- 19 47 When handed in at Local Office 19

Port of BRISBANE

No. in Reg. Book 09306 Survey held at BRISBANE Date: First Survey 17-9-47 Last Survey 13 - 11 - 19 47 (No. of Visits 9)

Tonnage { Gross 830 Net 347

Vessel built at Paisley By whom Fleming & Ferguson Ld. When 1918 12

Engines made at Paisley By whom Fleming & Ferguson Ld. When 1918

Boilers, when made (Main) 1918 (Donkey) -

Owners Queensland Cement & Lime Co.Ld. Owners' Address -

Managers - (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Govt.Dock, & Afloat Port Brisbane Voyage -

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Nominal Horse Power 158 MN

No. of Main Boilers 2

No. of Donkey Boilers -

Steam Pressure in Main Boilers 130 lb

in Donkey Boilers -

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking & B.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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).

in 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

Was 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

Donkey

If this was not done, state for what reasons?

and what parts of the Boilers could not thus be thoroughly examined?

Also 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?

State latest date of internal examination of each boiler Port & Starboard 22-9-47 Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 130 lbs.

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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

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

Has screw shaft now 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 shaft now been changed? 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 date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Working fit

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

This Vessel placed in dry dock, propellers, outer ends of oil glands and outside fastenings of sea connections examined and found in good condition.

done for Boiler Survey:- The port and starboard boilers opened out, cleaned, examined internally and externally with their mountings and found in good condition except all plane tube ends in way of 2. tube plate thin and showing evidence of leakage. These tubes have now been renewed with 9 LSG seamless M.S. tubes. An examination of the tube plates was carried out with all plane tubes removed and these were found to be in good condition. On completion of repairs, both boilers were hydraulically tested to 130 lbs. per square inch and found sound and tight and finally examined under steam and their safety valves adjusted to the working pressure as above. The pumps, pipes, valves, heaters and control arrangements of the oil burning installation examined under working conditions and found satisfactory.

General Observations, Opinion, and Recommendation:-
(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, L.M.C. 9,11, or CS 3,34, 140 lb., F.D., &c.)

This Vessel's Machinery, as far as seen, is now in good condition, eligible in my opinion to remain as classed with record of B.S. 10,47 noted in the Register Book.

Survey Fee (per Section 29) £ 15 : 8 : 0

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for, 15-11- 1947

Received by me, 19

Committee's Minute FRI. 9 APR 1948

Assigned BS 11,47

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

008079-008086-0058

Docking.

B.S. due 3-47 now held,
Some rules renewed

It is submitted that this
vessel is eligible for THE
RECORD. B.S. 11-47

9.5.

7.4-48.



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