

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

Received at London Office *5 Dec 1946*

Date of writing Report **30-9-1946** When handed in at Local Office **19** Port of **BRISBANE**

No. in Reg. Book **09636** Survey held at **BRISBANE** Date: First Survey **9-7-46** Last Survey **28-9-1946**
 (No. of Visits **9**)

59722 on the Machinery of the ~~XXXXXX~~ Steel **T. S. S. "KAIONE"**

Tonnage { Gross **830** Vessel built at **Paisley** By whom **Fleming & Ferguson Ld.** When **1918** Month **12**
 Net **347** Engines made at **Paisley** By whom **Fleming & Ferguson Ld.** When **1918**

Nominal Horse Power **158 MN** Boilers, when made (Main) **1918** (Donkey) **-**

No. of Main Boilers **2** Owners **Queensland Limer & Cement Co.** Owners' Address **Darjeeling**
 (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers **-** Managers **-** Port **Brisbane** Voyage **-**

Steam Pressure in Main Boilers **130 lb** If Surveyed Afloat or in Dry Dock **Both, Government Dry Dk.** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers **-** (State name of Dock.)

Last Report No. **-** Port **-**

Particulars of Examination and Repairs (if any) **Dkg., T.S.S. & O.F. Installation**

(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.)

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
A.1.		Lmc 2.43
Hopper Dredger		BS 1.44 3.46
3.45		TSS 2.44 OG
S.S. Wln. 2nd No. 3-		
2.44		

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? **-**

" " 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. **-** Present condition of funnel(s) **-**

Did the Surveyor examine the Safety Valves of the Main Boiler? **-** To what pressure were they afterwards adjusted under steam? **-**

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? **-** 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? **-** and of the Donkey Boilers? **-**

Has screw shafts now been drawn and examined? **Yes** Is it fitted with continuous liner? **No** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **Yes**

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 date of examination of Screw Shaft **23-7-46** State the distance between ~~XXXXXX~~ bearing metal of stern bush and top of after bearing of screw shaft **P&S working fit**

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? **Yes**

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? **No**

Has 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, stern tubes and outside fastenings of sea connections examined and found or now placed in good condition. Propeller shafts drawn inboard, examined and found in good condition. Starboard stern bush found worn, now remetalled and good. Port and Starboard oil glands overhauled and adjusted, finally tested under oil pressure and found tight. All sea cocks, valves and discharges opened out, examined, overhauled as required and now in good condition.

OIL FUEL INSTALLATION:-
 The oil Fuel Installation examined during construction and fitting out on board the vessel and found to be in conformity with approved plans R 108/1, R 108/2, R 108/4 and R 108/4 (with amendments) and the Secretary's letter dated 12th April, 1946. The observation drain tank and daily service tank, oil fuel pipes, and high pressure hot oil pipes, oil fuel heaters and strainers tested in accordance with the Rule Requirements and found satisfactory. Both boilers completely re-lagged and smoke box doors and uptake joints overhauled and made tight.
 On completion, the installation tested 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.)

This Vessel's Machinery is now in good condition, eligible in my opinion to remain as classed with record of Tail Shafts (p & s) seen 7.46 and Fitted for Oil Fuel, Flash Point above 150°F, noted in the Register Book.

Survey Fee (per Section 29) **T.S.S.** £ **3 : 3 : 0** Fees applied for, **30-9-1946**

Special Damage or Repair Fee (if any) (per Section 29.) £ **0 : 0 : 0**

Travelling expenses (if chargeable) £ **0 : 0 : 0** Received by me, **19**

Committee's Minute **As now**

Assigned **Both 5.7.46 Fitted for oil fuel 9.46 FP. above 150°F.**

J. B. North © 2020
 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 008079-008086-0064

Insert Character of Ship Machinery precisely as in the Register Book

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