

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

(Received at London Office 20 AUG 1954)

Date of writing Report 9/8/1954 When handed in at Local Office 9/8/1954 Port of SYDNEY. N.S.W.

No. in Survey held at SYDNEY. N.S.W. Date: First Survey 5/7/54 Last Survey 23/7/1954
Reg. Book 59,38 on the Machinery of the Wood Iron or Steel S.S. "ERA" (No. of Visits 4)

Tonnage { Gross 3148 Vessel built at Port Glasgow By whom W. Hamilton & Co. Ltd. When 1921 Month 8
Net 1891 Engines made at Glasgow By whom D. Rowan & Co. Ltd. When 1921

Nominal Horse Power 323 Boilers, when made (Main) 1921 (Donkey) --

No. of Main Boilers 3 Owners Australian Steamships Pty. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers - Managers Howard Smith Ltd. Port Melbourne Voyage
Steam Pressure in Main Boilers 180lb If Surveyed Afloat or in Dry Dock Afloat
in Donkey Boilers - (State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) Part LMC

(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 not, 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? -

State latest date of internal examination of each boiler P & S 7.7.54, Centre 14.7.54 Present condition of funnel(s) -

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - 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 the screw shaft now been drawn and examined? - Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft. - State the wear down in the stern bush. - Is electric light and/or power fitted? - If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

Engine parts, when referred to by numbers should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done All Rule requirements except as herein.

Now examined:- Port, starboard and centre boilers examined internally and externally with mountings.
Main engine M.P. cylinder, piston and rod.
Main engine crank, thrust and intermediate shafting and bearings.
Main engine attached pumps. Main condenser.
After ballast pump. Both generator engines.
Auxiliary circulating pump.
Main and auxiliary steam pipes tested.

In view of the extensive repairs required to the hull, the Owners have now decided not to carry out the survey. Refer Sydney letter 3rd August, 1954.

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 *LMC. 140 lb., F.D., &c.)

CS 3,34,

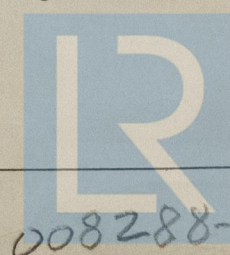
For the information of the Committee.

Survey Fee (per Section 29) Mchry. £ 15 : - : - Fees applied for, 6/8/1954
B.S. 21 : - : -
Special Damage or Repair Fee (if any) £ : : :
(per Section 29.)
Travelling expenses (if chargeable) £ 2 : 8 : - Received by me, 19

Committee's Minute TUESDAY 31 AUG 1954

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.



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