

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

(Received at London Office -3 SEP 1941)

Date of writing Report 12/6/41 When handed in at Local Office 12/6/41 Port of SYDNEY, N.S.W.

No. in Reg. Book 78768 Survey held at SYDNEY, N.S.W. Date, First Survey 2/9/40 Last Survey 29/5/1941  
on the Machinery of the Wood, Iron or Steel S.S. "MAIWARA" (No. of Visits 13)

Tonnage { Gross 621 Net 331 Vessel built at Danzig By whom International S.R.C. Co. Ltd When 1924  
Engines made at do By whom do When 1924  
Nominal Horse Power 69 Boilers, when made (Main) (Donkey)   
No. of Main Boilers  Owners Burns Philp & Co. Ltd Owners' Address Port Glasgow Voyage do  
No. of Donkey Boilers  Managers do  
Steam Pressure in Main Boilers   
in Donkey Boilers  If Surveyed Afloat or in Dry Dock Sydney Harbour and Mats Dock & Slipway  
(State name of Dock.)

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any)

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.

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

Donkey " " " " Yes

If this was 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?

State latest date of internal examination of each boiler M.B. 20/4/41 D.B. 20/4/41

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lbs 22/4/41

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 110 lbs 24/4/41

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? Yes

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

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

Is screw shaft 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 "Eylus"

Is shaft now been changed? No If so, state reasons

Is the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft 1/11/40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Each fit

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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 1/11/40 and on slipway 26/5/41. Propeller shaft drawn inboard, examined, & found in good condition 1/11/40, and a new cast iron stern bush, and "Eylus" approved oil gland fitted subsequently & run in good condition. Propeller good. All sea cocks, valves, & ship's side discharge valves examined & found in good condition. Main engine cylinders, pistons, rings, rods, valves & chambers, glands & metallic packing, crank, trust & tunnel shafts, with bearings & shoes, pumps, piping, Condenser, valves, cocks, piping, & steamers of pumping arrangements examined, & found or placed in good condition. Main engine & all pumps run working satisfactorily under steam. Main and donkey boilers cleaned, examined internally & externally with mountings & found in good condition. The furnaces of main boiler, and the fire box of donkey boiler specially examined & found no signs of stain & no reduction in thickness due to corrosion. Main steam pipes taken down, examined (steel) & treated to 40 lbs per sq. inch water pres., & all found sound, tight, and in good condition. Main and donkey boilers run

## 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.C.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

This vessel's Machinery is now in good condition, eligible in my opinion to be Classed L.M.C. and to have record of L.M.C. 5-41 and Propeller Shaft Law 11-40 noted in the Register Book.

Survey Fee (per Section 29) See 1st Entry Reports Fees applied for \_\_\_\_\_  
Special Damage or Repair Fee (if any) (per Section 29.) \_\_\_\_\_  
Travelling expenses (if chargeable) \_\_\_\_\_  
Received by me, \_\_\_\_\_

E. L. Cartwright  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_  
Assigned \_\_\_\_\_  
TUE. 23 SEP 1941  
See Log. J.B. 1830 J



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

(Continued)

tight under steam, safety valves adjusted, & blowing freely at 185 lbs and 110 lbs per sq inch respectively. The Electric Light installation examined, switchboards & fittings, cables, and fuse boxes, generator and engine examined, megger test applied as per rules, & found to be in good condition. The electric light installation seen working satisfactorily on full load. Spare gear checked & found in order.

Repairs:- New stern bush fitted in stern tube. "Cedewal" oil gland taken off, and a new "Gylus" approved oil gland fitted. Crank shaft of main engine lifted & bedded down in bearings. Nos 3 & 5 bottom halves of main bearings retalled. H.P. piston fitted with new hood & rings. Nos 3 & 5 bottom halves of main bearings retalled. H.P. piston fitted with new hood & rings. 1.P. cylinder skinned up parallel & new piston hood & rings fitted. New metallic packing fitted to H.P., 1.P., & L.P. piston rods, & H.P. and 1.P. valve spindles. Thrust shoes re-metalled. New circulating pumps fitted. Engine room and No 2 Hold bilge suction pipes renewed. All pumps overhauled & adjusted. 2 new lengths of 4 & 5 tank suction pipes renewed. Cables in navigation circuit completely renewed.

E. L. Cartwright.



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