

# 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  
(No. of Visits 13)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "MAIWARA"

Tonnage { Gross 621  
Net 331 Vessel built at Rauzig By whom International S.R.C. Co. Ltd. When 1924

Nominal Horse Power { 69 Engines made at do By whom do When 1924

No. of Main Boilers ✓ Boilers, when made (Main) (Donkey) ✓

No. of Donkey Boilers ✓ Owners Burns Philp & Co. Ltd. Owners' Address Port Glasgow (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers ✓ Managers ✓ Voyage Sydney Harbour and Mats Dock & Shipway

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock (State name of Dock.)

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

| CHARACTER.<br>* for Special Survey<br>Date of last Survey and of<br>Periodical Surveys. | Class assigned<br>and entered. | Machinery and Boiler<br>Surveys<br>(including date of N.B., if any) |
|---|--------------------------------|---|
|   | <u>Class Contemplated</u>      |   |

Last Report No. Port

Particulars of Examination and Repairs (if any) Propeller Shaft and In 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

" " Donkey " " " Yes

this was not done, state for what reasons?

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

so 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?

ate latest date of internal examination of each boiler M.B. 20/4/41 D.B. 20/4/41 Present condition of funnel(s) Good

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? ✓ , and of the Donkey Boilers? ✓

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

s 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"

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

s 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? ✓

te 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 Good fit

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

so, did the Surveyor examine the generators, ~~motors~~, switchgear, cables and fuses?

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

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, & seen 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, cranks, trust & tunnel shafts, with bearings & shoes, pumps, piping, Condenser, valves, cocks, piping, & steamers of pumping arrangements examined, & found or placed in good condition. Main engines & all pumps seen 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 Kalkopra Squinch water pres., & all found sound, tight, and in good condition. Main and donkey boilers seen.

General Observations, Opinion, and Recommendation:— - P. T. O. -

(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 \*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 Lem 11-40 noted in the Register Book.

Survey Fee (per Section 29) See 1st Entry Reports. Fees applied for 19

Special Damage or Repair Fee (if any) ✓ Received by me, 19

Travelling expenses (if chargeable) ✓

Committee's Minute TUE. 23 SEP 1941

Assigned See Log. J.E. 18303

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



(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 in place 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. "Bedstead" 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. I.P. cylinder skinned up parallel & new piston hood & rings fitted. New metallic packing fitted to H.P., I.P., & L.P. piston rods, & H.P. and I.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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