

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

(Received at London Office)

MAY -7 1937

Date of writing Report 5th May 1937 When handed in at Local Office 6th May 1937 Port of Leith
 No. in Reg. Book. Survey held at Leith Date, First Survey 31st Dec 1936 Last Survey 29th April 1937
89318 on the Machinery of the Wood, Iron or Steel 1/2" Mulubinba (No. of Visits 9)
 Tonnage { Gross 1262
 Net 449 Vessel built at Leith By whom Henry Robb Ltd When 1937
 Engines made at Newcastle By whom H. E. Mac. Eng. Co. Ltd When 1937
 Boilers, when made (Main) 1937 (Donkey) ✓
 Owners Newcastle & Hunter River Owners' Address Port Newcastle N.S.W. Voyage Australia
 Managers ✓ S S Cold (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock On Stocks & at Sea on trials
 (State name of Dock.)
 No. of Donkey Boilers ✓
 Steam Pressure in Main Boilers ✓
 in Donkey Boilers ✓

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Fitting out

(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.)

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 be thus 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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined?

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

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

Is electric light and/or power fitted?

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

The seacocks & valves, the stern tube, & the propeller shaft & propeller, have been efficiently fitted in place, whilst the vessel was on the stocks, the dates of survey being as follows:-

Fitting of stern tube 6-1-37

E & B Seatings exam'd. - 31-12-36

" " Prop. & prop. shaft 14-1-37

" " Sea connections 27-1-37

The vessel was towed to Newcastle, where the machinery was in-stalled (see Rpt. No 94934.) On the vessel's return to this port, trials were carried out at sea under full power, with satisfactory results. Anchor & steering tests were also carried out with good results.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel

(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, E.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or CS 3,34,

in my opinion, is eligible to be classed in the Register Book with the notation of + L.M.C 4-37.

Survey Fee (per Section 28) £ : : Fees applied for
 Special Damage or Repair Fee (if any) £ : :
 (per Section 29.)
 Travelling expenses (if chargeable) £ : :
 Received by me, £ : :
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Committee's Minute

TUE 25 MAY 1937

Assigned

See Lth J.E. 19330

John Houston
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

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