

Rpt. 9

Date of writing report 5.4.61

Received London

Port Newcastle, N.S.W.

No.

Survey held at Newcastle, N.S.W.

No. of visits 2

First date 27.3.61

Last date 2.8.3.61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 86534

Name M.V. "WYRALLAH"

Gross tons 1062

Date of build 1934

Owners John Burke Ltd.

Managers

Port of Registry Brisbane

Engines made 1934 By Burmeister & Wain

Type

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers W.P.

No. of Aux./Donkey Boilers W.P.

Surveyed Afloat or in Dry Dock drydock

Nature of Survey T.S.(Cl.)

Was Damage Report issued? N Int. Cert? Yes

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

| Hull | Machinery |
|-----------------|---------------|
| B.S. | M.B.S. |
| S.S. (Dr.) 3/59 | E.S.C.S. 3/59 |
| D.S. 4/60 | T.S.Cl. 3/59 |

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs" At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes .070 Oil Glands Good Sea Connections

Fastenings Good Has Screwshaft/Tubeshaft been drawn? Yes Date of Examination 27-3-61 Has Shaft been changed? No

Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? Yes

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides { Side Centre

4 Crankpins & Bearings { Side Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

1 Cyls., Covers, Pistons & Rods

2 Connecting Rods & Top Ends

3 Crankpins & Bearings

4 Journals & Bearings

5 Levers

6 SCAVENGE BLOWERS

7 SUPERCHARGERS

MAIN TURBINES

8 Casings, Rotors, Blading, Bearings & Thrusts

9 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

10 STEAM COMPRESSORS

1 CLUTCHES & HYDRAULIC COUPLINGS

2 REDUCTION GEARING

3 THRUST BLOCKS, SHAFTS & BEARINGS

4 INTERMEDIATE SHAFTS & BEARINGS

5 HOLDING DOWN BOLTS & CHOCKS

6 CONDENSERS (MAIN & AUX.)

7 STEAM RE-HEATERS

8 DE-SUPERHEATERS

9 STOP & MANOEUVRING VALVES

10 MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in good condition and eligible in my opinion to remain as now classed and to have record of T.S.(Cl) 3/61 made now in the Supplement of the Register Book subject to all conditions at present attached to the class of the vessel being dealt with as previously recommended.

Date of Committee

Decision

WEDNESDAY 4 MAY 1961

As per subject

T.S. 3/61

U. C. Pattinson

Engineer Surveyor to Lloyd's Register of Shipping

32 Essential Independent Pumps (Identify by position)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
35 Fresh Water Coolers
36 Lub. Oil Coolers
37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices—Main Auxiliary
40 Oil Fuel Tanks (Not forming part of hull structure)
41 Evaporators
42 Have Evaporator Safety Valves been tested under steam?
43 Steering Machinery
44 Windlass
45 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT
PROPULSION PORT STARBOARD
Generators
Exciters
Air Coolers
Motors
Air Coolers
Control Gear, Cables, etc.
Insulation Resistance
Insulating Oil Test
Overspeed Governors
Magnetic Couplings
Air Gap
Generators & Governors
Motors
Switchboard & Fittings
Circuit Breakers
Cables
Insulation Resistance
Steering Gear Generators and Motors
Navigation Light Indicators

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to
Boiler Securing Arrangements
Main Economisers Exhaust Gas Heated Economisers
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)
Main Auxiliary (over 3 in. bore)
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)
S.R. List 180 Items not dealt with at this time. The Owners representative states that the condition of class will be dealt with at Sydney this voyage.

LEAVE THIS SPACE BLANK

Survey fees £10.0.0
Damage fee
Expenses 4.0
Date when A/c. rendered 5.4.61