

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

Received at London Office

29 APR 1949

Date of writing Report 20/4/49 19 When handed in at Local Office 20/4/49 19 Port of SYDNEY N.S.W.

No. in Reg. Book 70040 Survey held at SYDNEY N.S.W. Date: First Survey 19/11/47 Last Survey 15/2/49 19
(No. of Visits 27)

on the Machinery of the Wood, Iron or Steel "NYORA"

Tonnage { Gross 1357 Vessel built at Emden, By whom Nordseewerke Bmb.H When 1935
Net 676 Engines made at Kiel By whom Fried. Krupp Germania When 1934
Nominal Horse Power 223 Boilers, when made (Main) -- (Donkey) A.G --

No. of Main Boilers -- Owners Commonwealth of Australia Owners' Address (Department of Shipping & Fuel)
(if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers -- Managers -- Port Sydney N.S.W. Voyage --
Steam Pressure -- If Surveyed Afloat or in Dry Dock Cockatoo Dry Dock Particulars of Classification (which must be inserted
in Main Boilers -- and Afloat -- precisely as in Register Book & Supplements).
in Donkey Boilers --

Last Report No. -- Port --

Particulars of Examination and Repairs (if any) L.M.C FOR CLASS CONTEMPLATED

(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 thus be 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 Boilers?

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

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 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?

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

The vessel placed in dry dock, propeller, outer end of stern bush and fastenings examined and found in good condition. Tailshaft was drawn 15/5/47 see Sydney Rpt. No. 20984, and vessel has not been in service since that date. All sea connections and discharge valves opened up and examined with fastenings.

MAIN ENGINE: (See First Entry Report herewith) All parts opened up and examined including cylinders, covers, valves and valve gear, pistons, gudgeon pins, connecting rods, crank, thrust and intermediate shafts with their bearings, camshaft and drive. The lubricating oil, circulating, water and bilge pumps incorporated in the engine, examined with their operating gear and oil cooler.

NEW AUXILIARY ENGINES (See First Entry Reports) The two Crossley BWC6 60 k.w. and Southern Cross 20 kw. generating sets and Crossley 3.6 B.H.P. independent air compressor, opened up and all P.T.O.

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 L.M.C. 140 lb., F.D., &c.)

CS 3,34

This vessel's machinery is in good and efficient condition and, in my opinion, is eligible to be classed with record of L.M.C 2,49 made in the Register Book.

Survey Fee (per Section 29) £ See Rpt. 4b

Special Damage or Repair Fee (if any) £ : : (per Section 29.)

Travelling expenses (if chargeable) £ : :

Fees applied for,

19

Received by me,

19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

FRI, 27 MAY 1949

L.M.C 2.49



Lloyd's Register Foundation

011860-011868-0126

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

Is a Certificate required? If so, to be sent to

9/23034
parts examined including water circulating and lubricating oil pumps with their driving gear incorporated therein.

The port and starboard electrically driven air compressors opened up and found or now placed in good condition.

The three main starting air receivers examined internally together with mountings and all new compressed air piping from auxiliary engines hydraulically tested to twice W.P.

The independent jacket cooling, lubricating oil, fuel transfer, bilge and ballast pumps opened out and examined.

PUMPING ARRANGEMENT: All valves, cocks, pipes and strainers examined. Suction pipes from No.5 D.B. tank fitted with non-return valves. An additional 3" direct bilge suction led from independent fire and bilge pump to port engine room bilge. This suction and the two existing aft E.R. bilge suctions fitted with mud boxes and straight tail pipes.

OIL FUEL ARRANGEMENT All valves, cocks, pipes, filters, daily service tanks and fittings examined. Extended spindles for control from deck fitted to suction valves on cross bunker and side tanks and auxiliary engine supply tanks.

Control on deck as well as at pump, arranged for oil fuel transfer pump. Approved flat type gauge glasses fitted on tanks. Outlet valve fitted direct to galley oil fuel tank and controlled by extended spindle from outside of compartment. Self closing drains fitted to service tanks. Screw down non-return suction valves fitted to oil fuel drain tank.

ELECTRICAL INSTALLATION: The whole of the electrical system has been re-fitted in accordance with the approved plans, see Secretary's letter "E" dated 23rd July 1948.

The generators, fittings and fuses on switchboards and distribution boards, motors and all wiring and fittings examined. The generators, motors and all circuits satisfactorily megger tested.

TRIALS. Sea trials have been carried out and the main engine, all auxiliary machinery and electrical installation found in good working order.

H. Gerrard.



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