

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

Date of writing Report 18-11- 19 49 When handed in at Local Office 18-11- 19 49 Received at London Office 17 DEC 1949

No. in Reg. Book 23417 Survey held at Newcastle, N.S.W. Date: First Survey 22-6-49 Last Survey 12-11- 19 49

10178 on the Machinery of the Wood, Iron or Steel T.S.M.S. "REMO" (ex "Reynella") (No. of Visits 30)

Tonnage { Gross 9787 Vessel built at Trieste By whom Stabilimento Tecnico When 1927 Month 1

Net 6069 Engines made at " By whom " When 1927

Nominal Horse Power 984 Boilers, when made (Main) - (Donkey) 1927 When 1927

No. of Main Boilers - Owners Lloyd Triestino Soc. Anon di Nov. Owners' Address - (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers - Port Genoa Voyage Trieste via Port

Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock Both-State Dockyard (State name of Dock.) Pontoon Dock.

in Donkey Boilers 100lbs. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. - Port - Particulars of Examination and Repairs (if any) DBS & +LMC-CS

(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). See under

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 " " " Yes

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 8-7-49 Present condition of funnel Good

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? Yes To what pressure were they afterwards adjusted under steam? 100lbs. per sq. in..

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

Has screw shaft now been drawn and examined? No 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 & bearing metal of stern bush and top of after bearing of screw shaft 1/4" 5/32"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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

Has 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 C.S. case, DBS complete.

NOW DONE:- The vessel in dry dock, propellers, outer ends of stern bushes and fastenings examined and now in good condition.

One blade on the port propeller bent, two blades on the starboard propeller bent and its nut cone broken.

The bent propeller blades faired, the shafts tried for truth, found satisfactory and the broken cone on the starboard propeller filled with cement.

All sea injection valves opened out, examined and found in good condition.

FOR PART +LMC-CS: The undermentioned parts, opened out, examined and found or now placed in good condition.

Port Main Engine:- No's. 4 & 5 cylinders, liners, covers, valves, pistons and piston rods.

No. 4 crosshead top end bearing and guides. 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, +LM.C. 9.11, or CS 3.34,

This vessel's machinery, as far as seen, is now in good condition, eligible in my opinion to remain as classed, to have the records of D.B.S. 7-49 (now) and +LMC-CS with date noted in the Register Book when the survey has been completed, subject to after port auxiliary engine being repaired at the first opportunity.

Survey Fee (per Section 29) +LMC-CS £ 94 : 10 : 0 Fees applied for, 15-11- 19 49

Special Damage or Repair Fee (if any) (per Section 29.) DBS £ 5 : 10 : 0 Received by me, 19

Travelling expenses (if chargeable) 7 : 14 : 0 TUES. 3 JAN 1950

Committee's Minute Deferred for comp CS

Assigned DBS 7.49

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Lloyd's Register Foundation

Engineer Surveyor to Lloyd's Register of Shipping.

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Port Main Engine (Cont)

No's. 3 & 5 crankpins and bottom end bearings.  
No's. 1, 2, 3 & 4 crankshaft journals and main bearings.  
Air compressor complete with its crankshaft & bearings.  
Main engine driven bilge and sanitary pumps.

Starboard Main Engine.

No's. 3, 4 and 5 cylinders, liners, covers, valves, pistons and piston rods.  
No. 4 crosshead, top end bearings and guides.  
No's. 3 and 4 crankpins and bottom end bearings.  
No's. 5, 6, 7 and 8 crankshaft journals and main bearings.  
Air compressor complete with its crankshaft and bearings.  
Main engine drive bilge and sanitary pumps.  
Independent bilge pump and pumping arrangements.

FOR DONKEY BOILER SURVEY:- The donkey boiler opened out, cleaned, examined internally and externally with its mountings and found in good condition, afterwards examined under steam and its safety valves adjusted as above.

The oil fuel burning installation (steam injection) with its valves, piping and control gear examined under working conditions and found in order.

ELECTRICAL INSTALLATION. The insulation resistance of the generators and each section of the system of conductors megger tested and found or now placed in satisfactory condition.

The fittings and fuses on the switchboard and sub-distribution boxes examined.

The generators seen working satisfactorily under working conditions and found in order.

In view of the time the vessel had been laid up, other parts of the main engines and the For'd. port, Centre port, For'd. starboard and after starboard Auxiliary Engines were opened up and overhauled by the Ships Engineers and Shore labour, but these parts were not submitted for survey.

On completion of all repairs, the vessel was taken to sea for a 6 hour trial of the main engines and auxiliaries, these trials were satisfactory except for a sluggishness in manoeuvring. After the vessel's return a check of valve settings was made and a further trial of manoeuvring was carried out and found satisfactory.

The After Port auxiliary engine, which was damaged whilst the vessel had been laid up was not repaired and it is recommended that it be placed in order at the first opportunity.

SPARE GEAR:- A check of the spare gear was made and sufficient spare gear and stores were placed on board for the voyage to Europe.

CORRESPONDENCE:-

Newcastle N.S.W. air letter dated 27-6-49 London air letter H & F. 8-7-49

Newcastle N.S.W. cablegram 10-11-49

London cablegram received 12-11-49.

Newcastle N.S.W. letter dated 15-11-49

*W. B. E. Deben*



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