

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

(Received at London Office)

FRI. SEP. 21 1921

ing Report 11. 7. 1921 When handed in at Local Office 11. 7. 1921 Port of Sydney, N.S.W.
 Survey held at Sydney, N.S.W. Date, First Survey 16. 6. 21 Last Survey 6. 7. 1921
 on the Machinery of the Wood, Iron or Steel *La S. Marella* Master *Marimer*
 Vessel built at *Hamburg* By whom *Reichert & Schiffsw.* When 1914
 Engines made at " By whom *Reichert & Schiffsw.* When 1914
 Boilers, when made (Main) 1914. (Donkey)
 Owners *Burns Philp & Co. Ltd.* Port *London* Voyage *Singapore*
 If Surveyed Afloat or in Dry Dock *Woolwich*
 (State name of Dock.)

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

CHARACTER. of Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned as per Schedule.	Machinery and Boiler Surveys (including date of S.D., if any).
<i>Contingent</i>		
<i>Sydney 12.20</i>		

Report No. Port *Propeller Shape & Propellers*
 Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and in strict accordance with the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on machinery (the cause of which must be stated) should be separated from repairs due to other causes; and any detailed in the body of the report, should be briefly summarized at the end of the report. State also the initials of any letters respecting this case.

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 not.

Was a damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " "

State, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Shaft now been drawn and examined? *S, yes* Is it fitted with continuous liner? *yes* or two liners? or is it without liners?

How been changed? If so, state reasons

Shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

Distance between ligament vices of stern bush and top of after bearing of screw shaft? *Starboard, 3/16" bare Port, 1/8" bare.*

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 on account of Damage to Propellers.

Work done, All four Blades Port and Starboard Propellers, which were found bent on outer ends, taken off, also one on Port Propeller

sent to Shop straightened and put back.

Starboard Propeller shaft which had been working warm drawn inboard examined found good and put back.

Outer ends of stern bushes and fastenings seen in good order.

All four Propeller blades slightly serrated on leading edges now

hand dressed in place.

General Observations, Opinion, and Recommendation:— This vessel's machinery.

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, R.S. 9.11, R.S. 9.11, or L.M.C. 9.11, 140 lb., &c., &c.

has now been placed in its good condition as it was

before having sustained the damage in question.

Starboard Propeller shaft examined 7.21.

Fee (per Section 25) £ 7. 7. -
 Damage or Repair Fee (if any) £ 7. 7. -
 (per Section 25.)
 Other Expenses (if chargeable) £ 19

Fees applied for
 19. 7. 1921
 Received by me,
 19

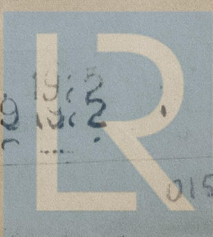
A.C. Heron.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

igned

See Memoirs
 on Report.

TUE. 20 FEB. 1922
 FRI. MAY. 19 1922



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

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

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

See separate endorsement
dated 9/10/22



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