

11544

28 MAY 82

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

Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No*

Do " Donkey " " " " "

If this was not done, state for what reasons? No answer due

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 ?

Did the Surveyor examine the Safety Valves of the Main Boiler? ☒

At what pressure were they afterwards adjusted under steam? *Set to 160 lbs.*

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted?

At the request of the owners held a Damage survey on account of damage stated to have been sustained on January 9th last while on a voyage from Sydney to London via Melbourne. See Melbourne Report No. 414.

On examination found the high pressure cylinder bottom knocked out. the high pressure piston rod bent - the connecting rod, valve gear & other parts removed and this engine disconnected - also found the intermediate piston rod scored, the inter² piston packing ring slack and out of working order - the connecting rods of Int² & L. P. unduly worn in the bearings at both top & bottom ends - the slide valve spindle also worn slack in glands - the L. P. piston rod scored and unduly worn & slack in glands - Link motion braces unduly worn - I. P. & L. P. braces in top halves of eccentrics unduly worn - the condenser tubes all bent and out of place - Low P. & I. P. cylinder cross walls cracked - and the steam pipe defective near to flange connecting same to throttle valve on H. P. cylinder.

Recommended that the damaged high pressure cylinder be taken out and a new one fitted in its place - that a new H. P. piston, packing & junk ring be fitted

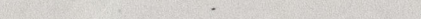
General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 191, B.&M.S. 191, or \times L.M.C. 191, as the case may be.)

thus, for example, B.S. 1,91, B.&M.S. 1,91, or \times L.M.C. 1,91, as the case may be.)

The foregoing repairs have been satisfactorily carried out. I am of opinion the machinery is now in good and safe working condition and eligible to remain as classed in the Register Book, with the notification *d.r.p. 92.*

Office or Registration Fee (per Sec. 27).....	£	:		Fees applied for	
Survey Fee (per Section 28).....	£	:		26/5 1892	(W)
Special Damage Fee (per Section 28).....	£	5:5:-		Received by me,	
Travelling Expenses (if chargeable)...	£	:		24/5 1892	


 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required.....

Committee's Minute TUES. 31 MAY 1892

Assigned Dr. G. L. Reed

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Foundation

complete - that a new packing ring be fitted to I. P. piston, with new pin
ring and adjusted to cylinder - that the I. P. piston rod & piston be removed to
shop, put in lathe and rod scuffed up - that new neck rings & bushes be fitted
for same in cylinder - that the L. P. piston rod also be put in lathe, or if found
more convenient, that it be filed up in place and new brass neck rings & bush
fitted in cover for same - that the connecting rod bearings, top & bottom ends,
be let together & readjusted - that the slide valve spindle be laced up and
new brass neck rings & bushes be fitted for same - that the link motion beam
be overhauled & readjusted - that the top halves of eccentric sheaves be relined
with brass and the whole adjusted - that the condenser be opened out, all
the tubes removed, cleaned, replaced & repacked and that an extra
supporting plate be fitted - that the intermediate and L. P. cylinder
covers be removed and new ones fitted - that the main steam pipe be
taken ashore to the copper smiths, cut so as to remove the defective part,
a new piece & flange connected and afterwards tested by hydraulic
pressure to three hundred & twenty pounds per sq. inch - also
recommended that the main bearings be sighted and the crankshaft
examined - that the air & circulating pumps be opened out for examination
that the reversing gear & connections be stripped, cleaned & replaced -
that the top liner of intermediate piston valve, which was cut out to get at
cylinder joint be replaced by a new one - that a new piece of bulkhead
be securely fitted to beam in engine room where cut to get H. P. cylinder out
that the ventilators, platforms in engine room, skylight and other parts
to facilitate the work in hand be again replaced - that the new H. P. cylinder
be covered with pelicle of cotton and sheet iron - that steam be raised in
boilers, safety valves adjusted to one hundred & sixty pounds per sq. inch
and the engines tried under steam - that the engine & engine room be
painted -

It is submitted that
this vessel is eligible to
be submitted for the amount
of damage repairs is sufficient
for the award of
A. P. 92
M.A.
20-5-92