

Rpt. 9.

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

No. 1164

Date of writing Report January 29 1948 When handed in at Local Office 19 Port of Saint John, N. B.
No. in Reg. Book 31332 Survey held at Saint John, N. B. Date, First Survey Jan. 9 Last Survey Jan. 23 1948
on the Machinery of the Wood, Iron or Steel twin screw steamer "PORT MELBOURNE" (No. of Visits 6)

Tonnage { Gross 9142 Net 5792 Vessel built at Belfast By whom Workman, Clark & Co. Ltd. Year. Month. When 1914 1
Engines made at -do- By whom -do- When 1914
Boilers, when made (Main) 1914 (Donkey) -
Owners Port Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Managers -- Port London Voyage
If Surveyed Afloat or in Dry Dock Afloat at St. John, N. B. (State name of Dock.)

Last Report No. Port WEAR & TEAR REPAIRS; and EXAMINATION for COLLISION

Particulars of Examination and Repairs (if any) (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 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?

State latest date of internal examination of each boiler

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.

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.

NOW DONE FOR WEAR AND TEAR REPAIRS:

Starboard Double-ended Scotch Boiler

The after tube plate of the starboard combustion chamber found fractured between the rivets of the tube plate - furnace joint, over a distance of 13 rivet spaces; also 3 small fractures from edge of this tube plate towards rivet holes.

The water side of this tube plate was also found locally wasted in the same vicinity.

REPAIRS NOW DONE:

All rivets in way of fractures removed, fractures veed out, carefully E.W. and rivets replaced.

Tube plate where locally wasted on water side, thoroughly cleaned and built up with E.W.

The boiler afterwards examined under steam and found satisfactory.

NOW DONE FOR DAMAGE stated to have been caused when the tug "Ocean Hawk" collided with the vessel whilst moving from

Berth No. 17 to Berth No. 9 at Saint John, N. B. on January 9th, 1948. (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.E.M.S. 9,11, & L.M.C. 9,11, or CS 3,34, 140 lb., F.D., &c.)

The machinery of this vessel as now seen is in efficient condition and eligible in my opinion to remain as classed

without fresh record of survey, subject to starboard propeller being specially examined at the next drydocking and dealt

with as necessary (collision); also subject as previously recommended to one blade of port propeller being repaired.

Survey Fee (per Section 29) \$: : Fees applied for Jan. 29 1948

Special Damage or Repair Fee (if any) \$ 20.00 (per Section 29.) W. & T. Rprs. 50.00 Received by me, 19

Travelling expenses (if chargeable) \$ 4.10

Committee's Minute Assigned

As now, subject

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
X 100A1		X LMC 12,37
Shelter Deck		BS 2,47
with freeboard		TS CL 12,4
Examined 5,47		X Lloyd's RMC
s.s. Nwc. 2nd. No. 3		BS 12,47
12,37	42	L.P. Linton

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

Engineer Surveyor to Lloyd's Register of Shipping.

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W/1005-0012

Damage - Cont'd.

It was stated that the tug fouled the starboard propeller and an examination by a diver showed one blade slightly buckled and broken at the tip. (Copy of Diver's Report attached). The main engines were subsequently examined under test and no evidence of further damage noted. Under these circumstances it is recommended that the damaged starboard propeller be further examined at the next drydocking and dealt with as necessary.

S.R.L. -

Cracks in H.P. cylinder wall stated to have been dealt with. (See hw)
Nothing done at this time to port propeller- vessel afloat.

(See hw)
W.H.

RECEIVED
MAY 19 1944