

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

(Received at London Office

23 JUL 1929

Date of writing Report

When handed in at Local Office

20/7/1929

Port of

NEWCASTLE-ON-TYNE

No. in Reg. Book

Survey held at

Wallsend.

Date, First Survey

14 May

Last Survey

10 July 1929

(No. of Visits 18)

on the Machinery of the

Vessel built at

Belfast

By whom

Worham Black &amp; Co.

When

1914-1.

Tonnage

Gross 9152

Net 5852

Engines made at

do.

By whom

do.

When

do.

Nominal Horse Power

979

Boilers, when made (Main)

1914.

(Donkey)

When

do.

No. of Main Boilers

12

Owners

do.

Owners' Address

do.

When

do.

No. of Donkey Boilers

200

Managers

do.

Port

do.

Steam Pressure

200

If Surveyed Afloat &amp; in Dry Dock

do.

Particulars of Classification

(which must be inserted precisely as in Register Book &amp; Supplements).

do.

in Donkey Boilers

-

State name of Dock.

do.

do.

do.

do.

Last Report No.

Port

do.

## 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?

Do. " 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?

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 Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

"0" each.

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

Complete.

Y.N.D. one

Vessel placed in dry dock. Propellers, their fastenings, ends of stern bushes & the sea connections, fastenings examined & found in good order.

The Main engines placed in works. The cylinders, pistons, slide valves, faces, crank, thrust & wheel shaping, all main & auxiliary pumps, pumping arrangements, condensers, steering & windlass engines, the machinery in general examined & found or put into good condition. The Main steam pipes examined in way of flanges & found efficient.

H.P. valve chambers rebored, new rings fitted. (22, 24 & 26 inches.)

## 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, E.S. 9, 11, B.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

The Machinery of this vessel, as seen, is in good condition & eligible, in my opinion, to remain as classed & to have fresh record L.M.C. 4, 29.

Survey Fee (per Section 28) £14: - - -

Special Repair Fee (if any) £10: 10: -

Travelling Expenses (if chargeable) - - -

Fees applied for

20 JUL 1929

Received by me

14.8.1929

Thos. A. Thompson

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 31 DEC 1929

TUE. 14 JAN 1930

TUE. 19 AUG 1930

TUE. 20 JAN 1931

TUE. 5 DEC 1932

P.T.O.

W1005-0035 1/2

Committee's Minute WED. 17 AUG 1929

Assigned

hon W.P. 1201

CERTIFICATE WRITTEN

19.8.29



23 JUL 1929

## S. S. S. "Port Melbourne."

The S. P. slide valves & faces planed true.

The S. P. guide shoes reinstalled.

The crank shafts placed in racks & skinned true.  
all main crank shaft bearings reinstalled & the  
shaping relined true throughout.

Two new main condensers have been fitted.

Two new deers lubricating oil pumps fitted.

10" x 9" x 84." Two new circulating pumps fitted. Drydocks.

The main boilers examined in their entirety, put  
into good condition & their safety valves

adjusted under steam to above working pressure.

A number of plain tubes & several C. C. screwed  
days & nuts have been renewed.

Minor electric welding repairs to C. C. landings  
effected.

Two new S. P. Bauer-Wach turbines have been  
fitted to work in conjunction with the existing  
reciprocating engines & have been tried under  
full working conditions & found satisfactory.  
This entry machinery report attached.



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Foundation

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