

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

No. 21990

Date of writing Report 31/1/49 19 When handed in at Local Office 31/1/49 19 Received at London Office 15 FEB 1949

No. in Reg. Book 53289 Survey held at SYDNEY. N.S.W. Date: First Survey 29/12/48 Last Survey 10/1/49 19  
(No. of Visits 2)

Tonnage { Gross 540 Net 282 Vessel built at Leith By whom H. Robb Ltd. When 1930 Month 2  
Nominal Horse Power 100 Engines made at Newbury By whom Henty & Son Ltd. When 1930  
No. of Main Boilers 1 Boilers, when made (Main) 1930 (Donkey) ---  
No. of Donkey Boilers --- Owners Quarries Pty. Ltd. Owners' Address ---  
Steam Pressure in Main Boilers 180 lb Managers --- (if not already recorded in Appendix to Register Book.)  
in Donkey Boilers --- If Surveyed Afloat or in Dry Dock Mort's Slipway Port Sydney N.S.W. Voyage ---  
(State name of Dock.)

Last Report No. --- Port ---

## Particulars of Examination and Repairs (if any) DOCKING SURVEY.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 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

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

Present condition of funnel(s)

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?

To what pressure were they afterwards adjusted under steam?

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? 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 or bearing metal of stern bush and top of after bearing of screw shaft 3/32"

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? ---

Is electric light and/or power fitted? Yes

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 COMPLETE.

The vessel placed on slipway, propeller, stern bush and fastenings examined and found in good condition.

## 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, L.M.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 without fresh record of survey.

Survey Fee (per Section 29) £ --- Fees applied for, --- 19  
Special Damage or Repair Fee (if any) (per Section 29.) £ --- Received by me, --- 19  
Travelling expenses (if chargeable) £ ---

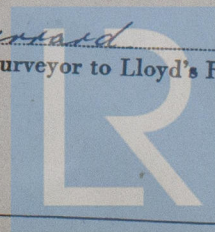
Committee's Minute

Assigned

TUES. 8 MAR 1949

As met

Engine Surveyor to Lloyd's Register of Shipping.



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W1006-0020



Docking.

It is submitted that  
this vessel is eligible to  
remain as **CLASSED**.

L.R.  
4/3/49.



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