

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

Received at London Office 11- APR 1949

Date of writing Report 21/3/49 19 When handed in at Local Office 21/3/49 19 Port of SYDNEY? N.S.W.

No. in Reg. Book 83820 Survey held at SYDNEY, N.S.W. Date: First Survey 3/2/49 Last Survey 4/3/49 19 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel S.S. "TIME"

Tonnage { Gross 3322 Vessel built at Sunderland By whom J. Priestman & Co. Year. Month. 1913 1  
Net 1752 Engines made at Hartlepool By whom Richardsons, Westgarth & Co. When 1913  
Nominal Horse Power 442 MN Boilers, when made (Main) 1913 (Donkey) Ltd. 1913

No. of Main Boilers 3 Owners Australian Steamships Pty. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers -- Managers Howard Smith Ltd. Port Melbourne Voyage ---  
Steam Pressure in Main Boilers 215 lb. If Surveyed Afloat or in Dry Dock Afloat & Woolwich Dry Dock.  
in Donkey Boilers -- (State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) B.S., T.S. &amp; DAMAGE.

(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? Yes

" " Donkey " " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not thus be thoroughly examined? all parts 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 f. 3/2/49, p. 23/2/49, s. 16/2/49 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 215 lb.

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? Yes, and of the Donkey Boilers? ---

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? ---

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? ---

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? No 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 1/3/49 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft close fit

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? as under

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? as under

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE FOR BOILER SURVEY.

DAMAGE stated to have been caused by fire in the forecandle store on 17/2/49 whilst laying at Sydney N.S.W.

NOW DONE:- Vessel placed in dry dock, propeller, stern tube and fastenings of sea connections examined and found or made good.

Tailshaft drawn, examined and found in good condition. Lower half of lignum vitae bearing, after end, renewed.

BOILER SURVEY: All boilers examined internally and externally with mountings and found in good condition.

Safety valves on all boilers subsequently adjusted under steam, as above.

S.R. LIST: Repair to H.P. cylinder examined & found continuing efficient. Recommended that 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.M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

CS 334,

The machinery of this vessel, as now seen, is in good condition, eligible in my opinion, to remain as classed, subject to the H.P. cylinder being again examined by 3.50 (12 months limit) and to have fresh records of B.S. 3.49 and Tail Shaft seen 3.49.

Survey Fee (per Section 29) £ 25:16 : 0 Fees applied for, 7/3/49 19 ✓  
Special Damage or Repair Fee (if any) £ : : (per Section 29.)  
Travelling expenses (if chargeable) £ : : Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

FRI 29 APR 1949

As now, subject

1.3.49 B.S. 3.49

W1030-0013

Lloyd's Register Foundation



22079.

S.R. List (Continued)

H.P. Cylinder be again examined by 3,50 (12 months limit)

NOW DONE FOR DAMAGE See Damage Report dated 18/3/49, copy attached.

Wiring in forecastle now examined and found good and megger tested with satisfactory results.

RETAIN

RETAIN

