

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

No. 18,577

(Received at London Office 25 FEB 1942)

Date of writing Report 20/12/41 When handed in at Local Office 20/12/41 Port of Sydney, N.S.W.
 No. in Reg. Book. 80768 Survey held at Sydney, N.S.W. Date, First Survey 10th Dec Last Survey 11th Dec 1941
 on the Machinery of the Wood, Iron or Steel T.S.M.S. OPAWA (No. of Visits 2)
 Tonnage Gross 10354 Net 6235 Vessel built at Glasgow By whom A. Stephen & Sons Ltd. When 1931
 Nominal Horse Power 2243 Engines made at Glasgow By whom do. When 1931
 No. of Main Boilers ✓ Boilers, when made (Main) ✓ (Donkey) 1931
 No. of Donkey Boilers 3 Owners New Zealand Shipping Co. Ltd. Owners' Address Port of GYMOUTH Voyage —
 Steam Pressure in Main Boilers ✓ Managers — (if not already recorded in Appendix to Register Book.)
 in Donkey Boilers 100 lb. If Surveyed Afloat or in Dry Dock Cockatoo dry 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)

(Periodical Surveys, when held, must be reported in detail and verbatim 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 Copy attached to Hull Rpt

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 " " " No

If this was not done, state for what reasons? Waste heat boilers stated to have been surveyed at Swansea 6/10/41

And what parts of the Boilers could not be thus thoroughly examined? ✓ that Cochran boiler will be surveyed at first opportunity

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 —

Present condition of funnel(s) —

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? 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? Pat 1/2 S. 3/2

State date of examination of Screw Shaft —

State the distance between lignum vite 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.

Is electric light and/or power fitted? Yes

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 Complete

The Vessel in dry dock - Propellers, outer end of stern bushes & all sea connections (opened out) with their fastenings examined.

Special Reason's this - Examination of scavenge pumps, bilge & ballast pumps stated to have been carried out at a home port & D.B.S. party held as above.

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.S.M.S. 9, 11, & L.M.C. 9, 11, or CS 8, 34,

as far as seen, is now in good & efficient condition, eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 20) £ 1 : 1 : 0 Fees applied for 13/12/41
 Special Damage or Repair Fee (if any) (per Section 20.) £ —
 Travelling expenses (if chargeable) £ — Received by me, — 19 —

Committee's Minute TUE 17 MAR 1942

Assigned As nmr
Subjct

Engine Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

W1153-0202

Boeking

L. B. part held

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

Reboiler to bridge & ballast
pumps being examined

Thus

16.3.42



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