

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

(Received at London Office)

20 JUL 1931

Writing Report 13/6/31 When handed in at Local Office 13/6/31 Port of Sydney A.S.W.

Survey held at Sydney A.S.W. Date, First Survey 11/6/31 Last Survey 12/6/1931
(No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S.S. KOORINGA

Gross 3174 Vessel built at Port Glasgow By whom W. Hamilton and Co. When 1902-5
Net 2233 Engines made at Port Glasgow By whom Clyde S.B. and Co. Ltd. When 1902

Power 505 Boilers, when made (Main) 1902 (Donkey) 1902

Main Boilers 2 Owners M. O. W. Smith, M. C. Acham Ltd. Owners' Address
(If not already recorded in Appendix to Register Book.)
Managers Port Melbourne Voyage China.

Donkey Boilers 1 Pressure—
Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Morts Dry Dock.
(State name of Dock.)

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

Report No. Port

Particulars of Examination and Repairs (if any) *Prof. Fuller and Hastings and Compt. J. B.S.*

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and the details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined

Has a damage report been made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " " " yes.

Was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

Has the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 180 lbs.

Has the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? 90 lbs.

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boiler? yes.

Has the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler? ✓

Has the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler? ✓

Has the 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 the shaft now been changed? If so, state reasons ✓

Has the shaft now fitted new? Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/16"

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

This vessel placed in dry dock, fuel filler, valves and of stem bush and fastenings examined and found in good condition.

The donkey boiler examined internally and externally, found clean, dry and in good condition. This boiler has not been used since the survey reported in Sydney A.S.W. Report No. 11459.

The port and starboard main boilers were examined in May 1931 and the vessel continued laid up until this time. Sydney A.S.W. Report No. 11993.

Port and starboard main boilers and donkey boiler seen under steam, found tight, safety valves adjusted and blowing freely at 180 lbs. and 90 lbs. per sq. inch respectively.

In S.P. List:— S.S. 5-30 when all valves adjusted. Boilers again examined 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.C.M.S. 9, 11, or S.L.M.C. 9, 11, 140 lb., F.D., &c.)

This vessel's machinery is now in good condition, eligible in my opinion to remain as classed and to have fresh record of Boiler Survey, with date, noted in the Register Book.

Survey Fee (per Section 28) £ 2: 2: 0 Fees applied for 12/6/1931

Special Damage or Repair Fee (if any) £ : : :
(per Section 28.)

Travelling Expenses (if chargeable) £ : : :
Received by me, 19

Committee's Minute

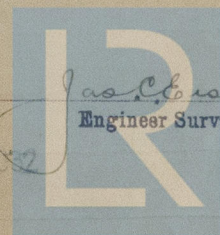
Assigned

Deferred

TUE. 22 JUL 1931

TUE. 22 MAR 1932

S. 4.31



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Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1203 - 0148

Due 10.29 Completed

It is submitted that
this vessel is eligible for
THE RECORD.

OL 4-31.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

SL 101 due 1-31.

SL 101

30/1/31

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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