

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

(Received at London Office THU. JAN. 13 1921)

Date of writing Report 12th Jan 1921 When handed in at Local Office 12th Jan 1921 Port of Newcastle on Tyne

No. in Reg. Book 58333 Survey held at Farron on Tyne Date, First Survey Dec 2nd Last Survey 12th July 1921 (No. of Visits 14)

58333 on the Machinery of the Wood, Iron or Steel Milluna or Transiska Master

Tonnage { Gross 5129 Net 3164 Vessel built at Bremerhaven By whom Rickmers Hest When 1914

Registered Horse Power 400 Engines made at Bremen By whom S. G. Heiser When 1914

No. of Main Boilers 3 Boilers, when made (Main) 1914 (Donkey) None

No. of Donkey Boilers None Owners Adelaide S S Co Ltd Port London Voyage Australia

Steam Pressure in Main Boilers 195 If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____ Particulars of Examination and Repairs (if any) Classification

(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? No damage 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

Do. " " Donkey " " " None

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? Yes To what pressure were they afterwards adjusted under steam? 200 lbs per sq. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? None 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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? ✓

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

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No or two liners? No or is it without liners? Yes

Has shaft now been changed? No If so, state reasons ✓

Is the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Bedwood bush, close fitting.

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

Examined the propeller, propeller shaft, stern bush, sea cocks and their fastenings, the cylinders, pistons slide valves, the air, circulating, bilge and feed pumps, the heels, the ballast and general service pumps, the condenser, the crank, thrust and tunnel shafts, the frings of the engine & thrust block and the boilers on their settings, the bilge, steam, feed and other pipe arrangements and the spare gear on board.

Examined the 3 main boilers, their superheaters and their safety valves and mountings. Examined the steam steering gear & steam windlass.

The bilge pipes in the tunnel were removed to carry out repairs to tank top and have now been refitted. The 2 valves and pipes for flooding after hold have been removed & blank flanges fitted. Two additional pump suction have been fitted in the engine space and a new ash ejector and pump fitted.

General Observations, Opinion, and Recommendation: The machinery of this vessel (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, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

so far as seen, is now in good condition and is in my opinion eligible for record L.M.C. 1.21, tail shaft 1.21, 3 Brs 195 lb H.S. 6681 lb, G.S. 147 lb in the register book as per 1st entry report now sent.

Survey Fee (per Section 25) £ 19 Fees applied for 19
Special Damage or Repair Fee (if any) (per Section 25.) £ 0
Travelling Expenses (if chargeable) £ 0 Received by me, George Hurdoch
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute _____
Assigned _____
FRI. 11 FEB. 1921
L.M.C. 1.21
F.D.
Lloyd's Register Foundation
W1258-0159