

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 24 FEB 1942)

Date of writing Report 17th Dec 1941 When handed in at Local Office 19 Port of Adelaide

No. in Reg. Book. 77134 Survey held at Port Adelaide Date. First Survey 16th Dec Last Survey 16th Dec 1941 (No. of Visits one)

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

Gross 846 Net 403 Vessel built at Sunderland By whom J. Brown & Sons Ltd. When 1914 2

Engines made at Sunderland By whom MacCall & Bell, Ltd. When (Donkey)

Boilers, when made (Main) Owners The Adelaide Steamship Co., Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Melbourne Voyage Interstate

If Surveyed Afloat or in Dry Dock Sitcher's slipway (State name of Dock.)

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

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years and months now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1	2, 4, 0	LMC 8, 38
S. Syd 2 <sup>nd</sup> to 3-F. 3F		889, 884
		TS (CL) N 6.3 P

Particulars of Examination and Repairs (if any) 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.

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.

as 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 " " " " " "

this was not done, state for what reasons

Did what parts of the Boilers could not be thus thoroughly examined?

So 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 the 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?

Has shaft now been changed? If so, state reasons. 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 16 Dec/41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 7/4" down

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted

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

Attended on board the abovementioned vessel in order to examine Tailend Shaft, Propeller, Stern Bush and Sea Connections. These were all found to be in good order.

General Observations, Opinion, and Recommendation:—Recommended that the record of (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.)

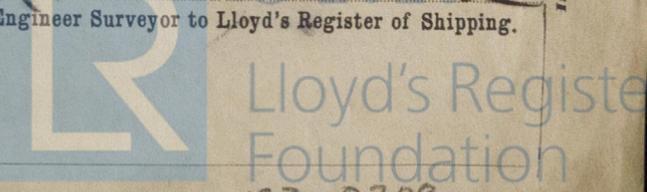
LMC remain as at present in the Register Book in the case of this vessel with the notation of Tailend Shaft been with date

Survey Fee (per Section 29) £ 2: 2: 0 Fees applied for 16/12/1941  
Special Damage or Repair Fee (if any) (per Section 29.) £ : :  
Travelling expenses (if chargeable) £ : : Received by me, 19

W.D. Chapman, Esq. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRL 6 MAR 1942

Assigned As now



Insert Character of Ship and Machinery precisely as in the Register Book

In witness whereof  
the said Court hath  
caused the said  
decrees to be  
written in open  
Court

12.44  
257  
3/3/42

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