

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

(Received at London Office)

Date of writing Report 31st Oct. 1942. When handed in at Local Office 31st Oct 1942 Port of HALIFAX N.S.
No. in Survey held at SYDNEY N.S. Date, First Survey 26th SEPT. Last Survey 25th OCT. 1942
Book 8310 on the Machinery of the Wood, Iron or Steel S.S. "MARITIMA" (No. of Visits 13)

Age { Gross 5801 Vessel built at NEWCASTLE By whom HAWTHORNE LESLIE & CO LTD. When 1912 6mo.
Net 3540 Engines made at NEWCASTLE By whom N.E. MARINE ENG. CO LTD. When 1912
Nominal Power 777 Boilers, when made (Main) 1912 (Donkey) ✓
of Main Boilers 453 Owners NEILL & PANDELIS LTD. Owners' Address (if not already recorded in Appendix to Register Book.)
of Donkey Boilers 200 lbs. Managers G.O. TILL Port LONDON Voyage U.K.
Main Boilers 120 lbs. If Surveyed Afloat or in Dry Dock Afloat SYDNEY HARBOUR Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Donkey Boilers ✓ (State name of Dock.) 2nd DOM. STEEL PIER

st Report No. 22814 Port U.K.Particulars of Examination and Repairs (if any) DAMAGE & MACH. REPAIRS.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 sides 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 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 HEREWITH.

Has a damage report made by anyone else? If so, by whom? UNDERWRITERS SURVEYOR.

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

Was a damage report made by anyone else? If so, by whom? BOILERS NOT PREPARED FOR SURVEY.

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? ✓

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? 180 lbs.

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? 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 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? ✓

Latest date of examination of Screw Shaft ✓ State the distance between lignum vitae 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.

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? ✓

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done. COMPLETE.

DAMAGE. ① TO OUTBOARD NO1 GENERATOR ENGINE. stated sustained due to defect in oil system 23rd Sept. 1942.

② TO INBOARD NO2 GENERATOR ENGINE. stated sustained due to defective oil system 24th Sept 1942.

Both while on voyage NEW YORK to U.K. loaded vessel returning to SYDNEY N.S. for repairs.

③ Stated to have been sustained to FORWARD STARB. Boiler on Sept. 29th. 1942 whilst raising steam at SYDNEY N.S.

DONE. At the request of the Grimsby representative made examination, vessel in Sydney Harbour and later made Dominion Steel Co's pier and found: —

DAMAGE. (FOUND.) NO1 GENERATOR ENGINE. RECOMMENDED.

Bottom end brasses run. New bottom end brasses be fitted and crank pin dressed.

Crank pin and main bearing journals slightly scored. Spare top & bottom end and one M.B. brasses to supply. [CONT.]

General Observations, Opinion, and Recommendation: — The machinery of this vessel so far as now seen

is in a safe working condition and eligible in our opinion to remain as classed without fresh record of

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.E.M.S. 9.11, L.M.C. 9.11, or

CS 334, 140 lb., F.D., &c.)

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CS 334, 140 lb., F.D., &c.)

S.S. "MARITIMA" NO 1 DAMAGE NO 1 GENERATOR ENGINE (CONTINUED.)FOUND.

Lubricating oil dirty & impregnated with B.E. bearing metal.

RECOMMENDED.

Oil system to clean, recharge, and test

Generator to test to ensure that engine not over-loaded

NO 2 DAMAGE. NO 2 GENERATOR ENGINE.

Chief engineer stated that when examined on 24th Sept. 1942 (at sea) found oil pipes displaced and checked and bottom end and main bearings run. Spare bottom end and main bearings then fitted and oil pipes cleaned and refitted. Machine was then tried under working conditions but not found satisfactory, however it was able to be run on DE GAUSSE load only until vessel reached SYDNEY, N.S.

FOUND.

Bottom end brasses run & crank pin slightly scored.

RECOMMENDED.

New bottom end brasses to be fitted & crank pin dressed.

Main bearing journals slightly scored.

Spare top and bottom end & one main bearing brasses to be supplied.

Lubricating oil dirty and impregnated with B.E. bearing metal.

Oil system to clean, recharge, and test.

Generator to test to ensure that engine not over-loaded.

The above was carried out as recommended in both cases and found satisfactory and both machines afterwards tested under working conditions and found in order.

NO 3 DAMAGE. FORD STARRD BOILER.FOUND.

Starboard wing furnace collapsed.

RECOMMENDED.

Furnace to be renewed (spare on board).

Port wing furnace depressed approx. 2 1/2 inches.

Furnace to be jacked

Both low furnaces depressed approx. 1 1/2 inches.

Furnaces to be jacked.

Compensating rings of all four furnaces adrift

Compensating rings to be repaired & refixed

Several loose tubes in each C.C. leaking

Tubes to be expanded as required.

Tube plate and adjacent wrapper plate of Starboard

Tube plate & wrapper plate to be built-up as required with electric welding.

wing C.C. wasted in parts at bottom.

Miscellaneous wrapper plate seams leaking on C.C.'s.

Caulking and welding as necessary.

2 defective tubes starboard high & 3 starboard low furnaces.

Total of 5 plain tubes to be renewed.

Starboard low furnace leaking at front & wasted line of fire bars.

To be electric welded as necessary.

Internal feed pipe defective

To be renewed.

Miscellaneous C.C. stays leaking

To be caulked as required.

Above repairs carried out as recommended and found in order, boiler tested to 220 lbs hydraulic pressure and found tight.

ADDITIONAL BOILER REPAIRS.AFT STARRD BOILER. Compensating rings on two furnaces re-welded and internal feed pipe renewed.FOR^W PORT BOILER. Compensating rings on all four furnaces part re-welded.AFT PORT BOILER. Compensating rings on two furnaces part re-welded and 17 C.C. stays welded.

NOTE. Chief engineer stated that "fit of crank journals and pins" (as per S.R. List 6, 42.) had been recently examined in the U.K. and having been found in order the boiler pressure was re-instituted either to 200 or 220 lbs/sq. in. but no certificate for same seen. In view of this, and the general extent of above repairs, it was considered expedient to again reduce the W.P. to 180 lbs and the safety valves have now been adjusted accordingly. Reduced W.P. to be effective until annual boiler survey held.