

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

(Received at London Office 28 DEC 1942)

Date of writing Report 12<sup>th</sup> Oct 1942 When handed in at Local Office 12<sup>th</sup> Oct 1942 Port of **MELBOURNE**

Survey held at Melbourne Date, First Survey 5<sup>th</sup> Sept Last Survey 8<sup>th</sup> Oct 1942 (No. of Visits 8)

on the Machinery of the Wood, Iron or Steel T.S.M.S. CORBIS

Age } Gross 8132  
 Net 4776

Vessel built at Belfast By whom Wolman Clark Ltd. When 1931-12

Engines made at Newcastle By whom N.E. Marine Eng. Coy Ltd When

Boilers, when made (Main) (Donkey) 1931

Owners Anglo-Saxon Petroleum Coy Ltd Owners' Address  
 Managers do. Port London Voyage ✓

If Surveyed Afloat or in Dry Dock Duke & Co's Dry Dock and afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port Docking, D.B.S.

Particulars of Examination and Repairs (if any) and part C.S.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 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.

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

Has 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? ✓

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

Were any repairs 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?

Latest date of internal examination of each boiler Port 7/9/42 Starboard 24/9/42 Present condition of funnel(s) Good

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? Yes To what pressure were they afterwards adjusted under steam? 150 lbs/sq inch

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? Yes

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

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? ✓

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 P 7/32" S 9/32"

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

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 D.B.S. complete

The vessel placed in dry dock, propellers, outer ends of stern bushes and fastenings examined and found in good condition. For D.B.S. Both donkey boilers opened and cleaned; examined internally and externally with all mountings found in good condition, afterwards examined under steam and safety valves adjusted as above. Oil burning installation examined under running conditions, fuel tank valves and deck control gear found in good working order, oil discharge pipes found in good condition, accessible, visible, well lighted and joints tight.

C.S. The following parts opened out and examined, overhauled and now placed in good condition: - P.T.O. -

General Observations, Opinion, and Recommendation: - This vessel's machinery, so far as stated 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.)

The vessel is now in good condition, eligible for record of D.B.S. 10.42 to be made in the Register Book and will be eligible for fresh record of L.M.C., C.S., with effect when the survey has been completed.

Fee (per Section 20) £ 17 : 17 : 0 Fees applied for 8/10/1942 B.P.F.

Damage or Repair Fee (if any) £ : : Received by me, 19

Printing expenses (if chargeable) £ 2 : 1 : 0

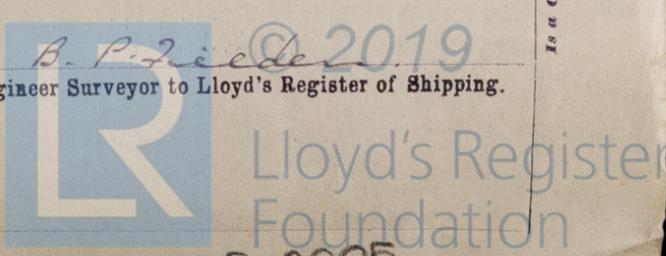
Committee's Minute FRI. 15 JAN 1943

Signed D.B.S. 10.42

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
£ 100 A1		June 15 9, 39
10, 41		10, 40
S.S. No. 2-39		D.B.S. 10, 41
		T.S.C.L. 9, 41

Burying Petroleum in bulk

Oil Engines  
Continuous Survey



W235-0005

Is a Certificate required? If so, to be sent to

N<sup>o</sup> 1 & 4 port and N<sup>o</sup> 5 & 6 starboard cylinders, covers, valves and gear, pistons and rods. N<sup>o</sup> 2, 4, 5 & 6 port. and N<sup>o</sup> 1, 3 & 5 starboard crank shaft journals and main bearings. N<sup>o</sup> 2 & 5 port and N<sup>o</sup> 1, 3 & 6 starboard crossheads, top end bearings, guides, shoes and connecting rods. Port main air compressor, all cylinders, pistons and valves.

Port and starboard supercharging arrangements:

Port and starboard thrust and intermediate shafts with thrust block and bearings.

Auxiliary air compressor complete. The two starboard main starting air receivers. Two starting air receivers for auxiliary (Kromhout) engine.

Repairs Port main air compressor; H.P. cylinder liner which was worn, now replaced by a new spare liner.

N<sup>o</sup> 1 port main piston rod machined on piston jointing face on account of corrosion.

N<sup>o</sup> 2 & 5 port and N<sup>o</sup> 1, 3 & 6 starboard top end bearings, bottom halves remounted on account of broken metal.

C.S. admiral

Offs du 10<sup>er</sup> Més

huiss repair

It is submitted that  
this vessel is eligible to  
remain as CLASSED.  
a record of Offs 10<sup>er</sup> Més.

J. H. W.

14.1.73



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