

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

Received at London Office

11 JUL 1944

of writing Report 21<sup>st</sup> March 1944 When handed in at Local Office 21<sup>st</sup> March 1944

Port of MELBOURNE

Survey held at Melbourne Date: First Survey 31<sup>st</sup> Dec 43 Last Survey 9<sup>th</sup> March 1944  
(No. of Visits 12)

on the Machinery of the Wood, Iron or Steel S.S. "HELEN MOLLER"

Gross 5297  
Net 3427  
Ver 490  
in Boilers 3  
Donkey Boilers 1  
Boilers 1800  
Boilers 1

Vessel built at Glasgow By whom C. Connell & Co. Ltd. When 1915 Month 12  
Engines made at Do. By whom L. & F. Jackson Ltd. When  
Boilers, when made (Main) 1918 (Donkey)  
Owners Moller & Co. Owners' Address (if not already recorded in Appendix to Register Book.)  
Managers Moller & Co. Port Melbourne  
If Surveyed Afloat or in Dry Dock Alfred Gray's Dock and afloat.  
(State name of Dock.)

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

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
FR 100 A 1 5.43 S.S. No. 2-39 S.L. No. 3-12.24. Exd. 11.42.		FR 100 A 1 B.S. 3.44 T.S.C.L. 5.23

Report No. Port

Particulars of Examination and Repairs (if any) B.S. &amp; General Examination.

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 Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case).

In 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.

Damage report made by anyone else? If so, by whom?

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

" Donkey "

not done, state for what reasons?

Parts of the Boilers could not thus be thoroughly examined?

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?

Date of internal examination of each boiler Port & Centre 28/4/44 Starboard 4/2/44

Present condition of funnel(s) Good.

Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 180 lbs/sq in (6/3/44)

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boilers?

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?

Shaft now been changed? If so, state reasons

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?

Distance 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 18"

Parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes

Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

The three boilers opened out and cleaned; examined internally and externally with mountings and placed in good condition; afterwards examined for steam and safety valves adjusted as above. REPAIRS Eight plain tubes each of the port and centre boilers found choked with salts and now renewed. Gauge mounting on centre boiler found cracked in steam cock chest and a complete new mounting fitted. Other mountings overhauled.

Examination: The vessel placed in dry dock, propeller, outer end of stern bush and all sea connections and fastenings examined and found in good condition. Chief Engineer stated that all machinery had recently given satisfactory service except for known defects which were reported and - P.T.O. -

Observations, Opinion, and Recommendation:— This vessel's machinery so far as seen, is in good condition and in my opinion is eligible for records of "Examined" and B.S. 3.44 to be made in the Register Book.

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.) CS 3.34.

Good condition and in my opinion is eligible for records of "Examined" and B.S. 3.44 to be made in the Register Book.

(per Section 29) B.S. & Repairs £ 12 : 12 : 0

Electrical Repairs 5 : 5 : 0

Special Damage or Repair Fee (if any) £ : : :

(per Section 29.)

Travelling expenses (if chargeable) £ 1 : 17 : 0

Fees applied for,

14/3/1944 B.P.E.

Received by me,

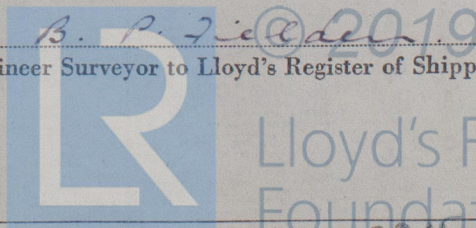
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Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed AS 3.44

FRI 21 JUL 1944



Lloyd's Register of Shipping

W246-0084



the following machinery parts which were opened up for overhaul have been examined and now placed in good condition:—

Main Engines H.P. & L.P. crossheads, top and bearings and guides.

M.P. and L.P. eccentrics and straps. Crank pins and bottom end bearings. Condenser.

General service pump, main engine bilge pump, dynamo engine.

The machinery and auxiliaries examined externally and under working conditions. Pumping arrangement generally examined and tested.

Repairs. H.P. and L.P. ahead guide shoes re-metalled.

L.P. Astern and M.P. ahead and astern eccentric straps re-metalled.

Condenser cleaned and four cracks between holes in tube plate, welded.

General Service pump overhauled and valve gear pins renewed.

Main engine bilge pump gland renewed (broken).

Dynamo engine cylinder bored out and new piston fitted. Seatings of dynamo engine and second tunnel bearing from aft reinforced by welding where slackness was apparent. Ballast pump overboard discharge pipe renewed (thin). Bilge suction pipe to No 1 hold starboard bilge, in No 3 hold, renewed also one bend in engine room to tunnel well.

Winch and windlass deck steam pipes renewed or repaired as necessary.

Other minor maintenance repairs effected.

Electrical Installation generally examined. Dynamo found in good condition and the steam engine now overhauled, placed in good order and found satisfactorily governed. Fittings and fuses examined and now overhauled as found necessary. Dynamo Megger tested and found in good order. All wiring throughout, Megger tested and examined as far as practicable and found generally. Repairs and renewals effected as under and the installation afterwards re-tested with good results.

Repairs: All engine room and stokehold circuits completely rewired.

New sub-distribution boards fitted and the mains feeding these renewed. Fuses on main switchboard, wiring to shunt regulator renewed and instruments and switches overhauled.

Deck circuits fed from upper engine room board partly rewired as found necessary. Mains from amidships to forecastle renewed and a new sub-distribution board fitted. Wiring in amidships accommodation partly renewed as found necessary.

New wiring and piping installed to each mast head light.

B. P. Zee den

BS due 7.46 & General Examination  
due 11.43 held  
Machinery & Electrical  
Repairs effected

It is submitted that  
this vessel is eligible for  
THE RECORD. BS 3.44  
Examined 3.44

held  
19/7/44



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Foundation