

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

(Received at London Office 26 APR 1929)

Date of writing Report 24. 4. 1929. When handed in at Local Office 24. 4. 1929 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Walsend. Date, First Survey 26 Feb Last Survey 24. 4. 1919. (No. of Visits 24)

1441 on the Machinery of the Wood, Inner Steel Y. & S. "PORT SYDNEY"

Tonnage Gross 9136 Net 5835 Vessel built at Belfast. By whom Worsman Clark & Co When 1914-4.

Nominal Horse Power 949 Engines made at Belfast. By whom do When do

No. of Main Boilers 2015 Boilers, when made (Main) 1914 (Donkey) var.

No. of Donkey Boilers two Owners Lammuseth, Dominica Ltd Owners' Address Port London. Voyage Australia.

Team Pressure in Main Boilers 200 Managers do If Surveyed Afloat or in Dry Dock swan Hunter Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers do Last Report No. do Port London, B. & S.

Particulars of Examination and Repairs (if any): alterations.

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.

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? do

Was a damage report made by anyone else? If so, by whom? do

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

Do. " Donkey " " " Yes.

If this was not done, state for what reasons? do

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

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? do

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? do To what pressure were they afterwards adjusted under steam? do

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

Did the Surveyor examine the drain plugs of the Main Boilers? do, and of the Donkey Boiler? do

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

Has screw shaft now been drawn and examined? Yes as they are fitted with continuous liners Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? do

Has shaft now been changed? Yes If so, state reasons owners prefer to fit new shafts. Old are carried as spares.

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? do

State the distances between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? Close, new wood.

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

Yes done.

Vessel placed in dry-dock. Tail shafts drawn and examined. These shafts are both in good condition but the owners superintendent has decided to fit new shafts, carry the old one as spares.

New tail shafts fitted in a satisfactory manner.

Shafts marked. Pat.

LLOYDS	Starboard	LLOYDS
Nº		Nº 60140.
R. J. B.		7. 1. 29.
19. 12. 13		M. R. 394.

Stern bushes rewooded. Sea connections, propellers, fastenings examined & found in good order.

The main boilers examined in their entirety, found a put into good condition & their safety valves adjusted under

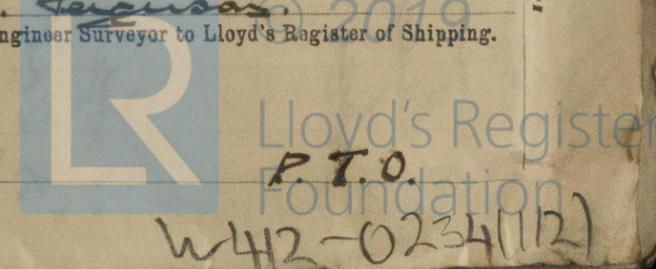
General Observations, Opinion, and Recommendation:—The machinery of this

(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, or L.M.C. 9, 11, 120 lb., F.D., &c.)

vessel, as seen, is in good condition & eligible, in my opinion, to remain as classed & to have fresh records B. & S. 4, 29. & Y. & S. L. N. 4, 29.

Survey Fee (per Section 28) B. & S. £ 6 - - - Fees applied for 26 APR 1929
Special Repair Fee (if any) £ 15 15 -
Travelling Expenses (if chargeable) £ 2 2 -
Sunday Attendance
Committee's Minute
Assigned 28 4: 29
Tue. 7 MAY 1929

Note. Eng. part: S. N. 4: 29
Received by me, Thos. A. Ferguson 2010
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

Blau 8.29 held. In the A.C. Boilers the

furnaces + part back like plates renewed.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Boiler Wash N.P. turbines fitted.

Screw shafts changed.

It is submitted that this vessel is a job for THE RECORD.

Bl. 4.29.

To Supine particulars add

" 2 L.P. turbines with D.R.

" Gear & Hydraulic Couplings

Amend N.H.P. to 1201.

Boiler 4.29.

9.29
2/5/29.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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T. S. S. "PORT SYDNEY"

under steam to working pressure.

Sixteen new furnaces, saddle plates in the after double-ended boilers have been renewed.

A number of plain & stay tubes renewed.

The boilers have been tested by hydraulic pressure to 230 lbs per sq inch & found tight & satisfactory.

The main engine crank shafts lifted & the bearings reinstalled throughout.

Shaping all relined fair.

Two new G. F. Bauer-Wach turbines have been fitted to work in conjunction with the existing reciprocating machinery & has been fitted on board, tried under full working conditions & found satisfactory.

Two additional Weir's lubricating oil pumps have been fitted.

Cyls. 10" x 9" x 21"

Two new steel main condensers have been built, fitted on board the vessel & tested & found tight & satisfactory.

Edw. A. Hargraves.



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