

COPY.

LLOYD'S REGISTER OF SHIPPING.

PORT OF MELBOURNE,

24th December, 1919.

THIS IS TO CERTIFY THAT

ALEXANDER McCOWAN, the undersigned Surveyor to this Society did, at the request of Messrs. John Sanderson & Co., the Agents, and Captain H. W. Pantin, the Master of the Steam Ship "WOLFSBURG", 6185 tons gross, attend upon the said vessel on the 27th and 28th November, in Duke & Orr's dry dock, for the purpose of making a general examination and reporting upon her condition.

REPORT AS FOLLOWS:- On Examination, found the bottom in good condition - keel, stem, sternframe, rudder, bilge keels, and bottom plating all in order; the decks, coamings, hatches, steering gear, and general equipment, in good condition.

MACHINERY:- The propeller and sea connections were examined and the "wear down" of the shaft in the sternbush gauged. Found three of the Cast Steel propeller blades (detachable) badly cracked as shown on the accompanying sketch; the sea connections good and the "wear down" of the shaft in the sternbush not more than an eighth inch ($\frac{1}{8}$ ").

RECOMMENDED:- That the three defective Steel Blades be removed, and that the spare carried on board be fitted and secured to the boss, on the opposite side to the remaining steel blade, and that two new cast iron blades be cast, (one of the removed blades to be used as a pattern in moulding, the thickness of section to be increased, however, to compensate for the difference in the material). In the meantime, while the new blades are being prepared, the vessel to be undocked and placed on the loading berth at Williamstown, and tipped by loading forward so as to raise the propeller boss out of the water, and thus admit of the new blades being fitted and secured in position afloat.

NOW DONE:- The new blades were moulded, cast, machined, and secured in position, under my supervision.

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BOILERS:- The Boilers were opened up for cleaning whilst the vessel was loading at Williamstown, when it was discovered that a number of the furnace crowns were considerably sagged near the middle of their length. Each furnace was, therefore, carefully gauged, and the amount of deflection from the last gauging (taken in September) recorded as per accompanying sheet.

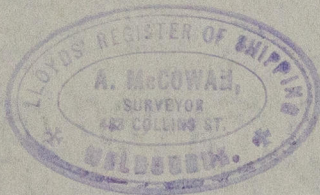
RECOMMENDED:- That three furnaces showing the greatest deflection, i.e., the centre furnace of the forward boiler, and the centre furnace and port wing of the Starboard Boiler be "jacked up" as nearly as practicable to the true cylindrical form.

THIS WORK has now been carried out under my supervision and to my satisfaction.

NOTE:- In this vessel the Boilers are fitted with "Schmidt" Superheaters, and in consequence, the internal rubbing surfaces of the Engines require to be lubricated, oil being used for this purpose, which is passed through in considerable quantity with the feed to the Boilers notwithstanding filters and other devices in use for intercepting the oil. There can be no doubt that the deflection of these furnace crowns is due to a film of oil deposited on the surfaces.

The Society's Unclassed Certificates for Hull and Machinery issued herewith.

Given at Melbourne this twenty-fourth day
of December, nineteen hundred and nineteen.



SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.



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