

C O P Y.

LLOYD'S REGISTER OF SHIPPING.

PORT OF MELBOURNE,

5th December, 1919.

THIS IS TO CERTIFY that

I, ALEXANDER McCOWAN

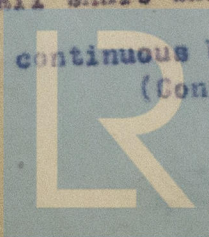
the undersigned Surveyor to this Society did at the request of Captain Lowe, the Acting Superintendent, and Captain Percy L. Webster, the Master of the steel screw steamer "H A I M E S" of London, 5332 tons gross, attend upon the said vessel when placed in Duke & Orr's dry dock, on the 2nd instant, and made an examination of the bottom.

REPORT AS FOLLOWS:-

The bottom was examined externally, keel, stem, stern frame, rudder, bilge keels, bottom plating and top sides, and found the said parts generally in good condition, only the star-board bilge keel bent down for a length of six to eight feet at the forward end and about a dozen rivets attaching the bulb to the T. bar at this part drawn out or broken. These parts were re-fastened as recommended. The bulb and the leaf of the T. bar were not faired, however, the slight damage being of no importance.

I may mention that the topsides were found to be bare of paint, rusty and slightly pitted. The Decks, coamings, hatches and general equipment were in good order. The Cables were ranged in the dock bottom, and found in good condition - 270 fathoms of 2½ inch.

MACHINERY - The tail shaft was drawn and examined, and found in good condition - the continuous brass liner sound on the
(Continued on Sheet 2)



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REPORT ON S. S. "NAIMES" (Cont.)

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MACHINERY (Cont.)

shaft and the taper and key fitting well in the propeller eye. The propeller, with detachable bronze blades, all sound and good. The stern bush was found to be considerably worn, the bearing at outer end being $3/8$ " slack. The bottom half was therefore re-wooded as recommended.

The sea connections were opened up and examined, and found in good condition, and their fastenings good.

The Boilers were opened up and cleaned out, but were not submitted for inspection at this time.

The Main Engines, so far as could be ascertained without opening up for inspection, are in good working condition.

The General Donkey Pump was found to be in poor condition and was removed and sent to the repair shop for general overhaul. There being only one general donkey pump on board, it is necessary that it be maintained in good working condition. It is recommended that an additional Donkey Pump be installed on board at a Home Port.

(Sgd.) A. McCOWAN

SURVEYOR TO LLOYD'S REGISTER.



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Referred to the Chief ~~State~~ Surveyor.
and the Chief Engineer Surveyor.

[Signature]
20 JAN 1920

Also for Mr. S. A. Hill to note.
Referred to Mr. Mayne.

226.

NAVIGATOR TO FLOOD, 2 REGISTER.
(284) A. A. MCCOY



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