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Lloyd's Register of Shipping.



Port

A D E N .

24th September 1936

This is to Certify that

Mr. Geo. H. Nunn,

the undersigned Surveyor to this Society did at the request of Messrs. Luke Thomas & Co. Ltd., Lloyd's Agents, acting for & on behalf of Captain H. L. Forster the Master of the Single Screw Steamer "Australia" 7551 tons gross of London, survey that vessel on the 21st Sept. 1936 & subsequent dates in consequence of her arriving in this port with machinery out of order.

According to the Captain & Chief Engineer's statements & the official log while proceeding on her voyage in the Red Sea on the 20th Sept. 1936 & engines running normally, at 10-30 a.m. the main steam driven centrifugal circulating pump stopped. A change over was immediately made to the ballast pump but the main condenser heated up. An examination of the main circulating pump showed that all the coupling bolts were sheared & the impeller shaft was bent. The vessel got under weigh at 12 noon & at 2 p.m. the 2nd. I.P. go-ahead eccentric strap heated up owing to insufficient supply of water service & the vessel proceeded to this port for repairs.

I attended on board & found that the 4 coupling bolts connecting the crank shaft to the impeller shaft were sheared at the ends of the threads, the impeller shaft was badly bent & the gland studs broken. The white metal in the top half of the 2nd. I.P. go-ahead eccentric strap had run & was hammered out at the sides.

I recommended the circulating pump be stripped the spare impeller shaft fitted to the impeller, bearings & bushes machined to suit, broken gland studs renewed, steam engine dismantled for examination & crank shaft tried in lathe, new coupling bolts fitted & the pump & engine lined up. The damaged eccentric strap on main engines to be replaced by the spare one & the main condenser tested for leaks.

P.T.O.

Artificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is good that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents

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I attended on board as required and all the repairs as recommended by me & which were necessary to allow the vessel to proceed were carried out to my satisfaction & I now recommend the vessel proceed on her voyage to Japan.

This vessel's machinery so far as I have seen is now in good condition & eligible in my opinion to remain as classed in the Register Book.

Geo. R. Dunn.

Fee. 26/6/0-

SURVEYOR TO LLOYD'S REGISTER,
ADEN.



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Foundation

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