

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

Date of writing Report 28. 9. 1936. (Received at London Office 12 OCT 1936)

Survey held at Aden. Port of Aden.

on the Machinery of the ~~Wood~~ Steel Single Screw Steamer "Australia".

Gross 7551. Net 4672. Vessel built at Flensburg. By whom Flensburg Schiffsb Ges. When 1912.

Engines made at Flensburg. By whom Flensburg Schiffsb Ges. When 1912.

Boilers, when made (Main) 1912. Owners British India S.N.C. Ltd. (Donkey)

Managers. Owners' Address London. Voyage Japan.

If Surveyed Afloat or in Dry Dock Afloat.

Report No. 8977 Port Fal

Particulars of Examination and Repairs (if any)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned expired	Machinery and Boiler Survey* (including date of N.B., if any)
+ 100 A.1. 9.35		+ L.M.G.
S.S. Fal No 3 - 10.25		M.S. 5.33.
S.S. Fal No 2 - 2.34		B.S. 1.35.
2 HOs (Stt).		2 JG CL 1138

Special surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and the initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined?

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

Has the Surveyor personally gone inside each Main Boiler separately and make a thorough examination at this time?

Donkey "

Has not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

What 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?

Has the Surveyor examined the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers? and of the Donkey Boiler?

Has the Surveyor examined all the mountings of the Main Boilers? and of the Donkey Boiler?

Has the shaft now been drawn and examined? 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?

Has the shaft been changed? If so, state reasons.

Has the 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?

Is the space between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft not complete, state what arrangements have been made for its completion and what remains to be done.

Attended on board at the request of Luke Thomas & Co. Ltd, Lloyd's Agents, acting on behalf of the Master to ascertain extent of the damage to the main circulating pump. I found all the coupling bolts & the impeller shaft badly bent, gland studs broken & springs missing. The circulating pump suddenly stopped at 10.30 a.m. on the 20th. Sept. on examination it was in the above condition a change over was made to the ballast pump & owing to an insufficient amount of water service the white metal in the top half of the I.P. go-ahead eccentric strap ran so hot that it proceeded to this port for repairs. I recommend the spare impeller shaft be fitted, the coupling bolts & gland studs made & the pump & engine lined up, the damaged top half of the eccentric strap to be replaced by the spare. All the repairs were carried out to my satisfaction & the vessel proceeded on her voyage to Japan & she is to be broken up after discharging her cargo.

Observations, Opinion, and Recommendation:—

Early 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 what alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, H.&M.S. 9,11, or L.M.C. 9,11, &c., F.D., &c.)

The 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.

Section 28) £ : : Fees applied for 26.9.1936.

or Repair Fee (if any) £ 6 : 6

Section 28.)

ies (if chargeable) £ : : Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

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TUE. 20 OCT 1936 FRI. JAN 8 1937

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