

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

No. 601.

Date of writing Report 28. 9. 1936 When handed in at Local Office 12 OCT 1936
 Port of Aden
 Survey held at Aden Date, First Survey 21st Sept. Last Survey 24th Sept. 1936
 on the Machinery of the Wood Iron or Steel Single Screw Steamer "Australia" No. of Visits 4
 Gross 7551 Vessel built at Flensburg By whom Flensburg Schiffsb Ges. When 1912
 Net 4672 Engines made at Flensburg By whom Flensburg Schiffsb Ges. When 1912
 Donkey 836 Boilers, when made (Main) 1912 (Donkey)
 Main Boilers 4 Owners British India S.N.C. Ltd. Owners' Address London Voyage Japan
 Donkey Boilers Pressure in Boilers 213 Managers British India S.N.C. Ltd. (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Afloat Port London Voyage Japan

Report No. 8977 Port Fal

Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and initials of any letters respecting this case.

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

Damage report made by anyone else? If so, by whom?

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

" Donkey " " "

If not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

If 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?

Did you examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Did you examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Did you examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

Did you examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did you examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has it 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 it been changed? If so, state reasons

Has it 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?

Space between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

If not complete, state what arrangements have been made for its completion and what remains to be done

I 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 of water service the white metal in the top half of the I.P. go-ahead eccentric strap ran so fast proceeded to this port for repairs. I recommend the spare impeller shaft be fitted, coupling bolts & gland studs made & the pump & engine lined up, the damaged top half eccentric strap to be replaced by the spare. All the repairs were carried out commended & 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 alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 2, 11, H.M.S. 2, 11, or L.M.C. 2, 11, &c., F.D., &c.)

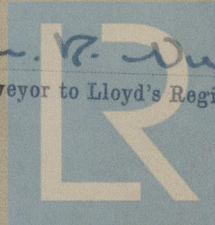
The vessel's machinery so far as I have seen is now in good condition & eligible in my opinion to remain as classed in the Register Book.

Section 28) £ : : Fees applied for
 or Repair Fee (if any) £ 6 : 6 26. 9. 1936.
 Section 28.) £ : : Received by me,
 Fees (if chargeable) £ : : 19

e's Minute TUE. 20 OCT 1936

FRI. JAN 8 1937

Engineer Surveyor to Lloyd's Register of Shipping.



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 Foundation

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