

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 8th July 1941 When handed in at Local Office 19 Port of Adelaide
 No. in Reg. Book 1980 Survey held at Port Adelaide Date First Survey 8th July Last Survey 8th July, 1941
 on the Machinery of the Wood, Iron or Steel M.V. "Australind" (No. of Visits one)
 Tonnage Gross 5020 Net 3051 Vessel built at Dumbarton By whom W. Denny & Bros. Ltd. When 1929 H
 Engines made at Dumbarton By whom W. Denny & Bros. Ltd. When 1929
 Nominal Horse Power 582 NHP Boilers, when made (Main) (Donkey)
 No. of Main Boilers 1 Owners Australind S.M. Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 2 Managers Lundin Unwinson & Co. Port London Voyage Overseas
 Steam Pressure in Main Boilers 125 lbs If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)
 in Donkey Boilers 125 lbs 7789.

Last Report No. 238 Port MEL.

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

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

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

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

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

If this was not done, state for what reasons

And what parts of the Boilers could not be thus thoroughly examined?

Also what special 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?

State latest date of internal examination of each boiler. Present condition of funnel(s)

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

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw 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 shaft now 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?

State date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.?

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

Attended on board the abovementioned vessel in order to survey two new cylinder covers for main Engines, marked Lloyds No. 661 and 662, 85 lbs. E.L.C. 25/6/41. No. 662 was fitted to No. 6 Cylinder and No. 661 was kept as a spare.

General Observations, Opinion, and Recommendation:—

Recommended that the record of (State clearly 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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

L.M.C. remain as at present in the Register Book in the case of this vessel.

Survey Fee (per Section 29) £ 1 : 1 : 0
 Special Damage or Repair Fee (if any) (per Section 29) £ : 2 : 0
 Travelling expenses (if chargeable) £ : : 0
 Fees applied for 8/7/1941
 Received by me, 19

Committee's Minute TUE 7 OCT 1941 Referred

W. P. C. and J. H. ...
Engineer Surveyor to Lloyd's Register of Shipping.



WS-0075

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

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys. 100A1 with fuelboard 4.41 S.S. Lio ho 2-38

Machinery and Boiler Surveys (including date of N.B., if any). LMC 3.38 CS 3.38 DBS. 4.41 CONTINUOUS SURVEIL. CL. 3.38