

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

(Received at London Office)

MAR 15 1938

Date of writing Report 14<sup>th</sup> March 1938 When handed in at Local Office 14<sup>th</sup> March 1938 Port of Bardell  
in Survey held at Bardell Date, First Survey 3<sup>rd</sup> March Last Survey 8<sup>th</sup> March 1938  
(No. of Visits 4)

86 on the Machinery of the Wood Iron or Steel ANGLO AUSTRALIAN  
Gross 5456 Vessel built at London By whom Shaw Savill & Co. Ltd. When 1927-5  
Net 3332 Engines made at Newcastle By whom N.E. Main & Co. Ltd. When 1927  
Main Boilers 3 Boilers, when made (Main) 1927 (Donkey) 1927  
Donkey Boilers 1 Owners Mitani Products S.S. Co. Ltd. Owners' Address Port London Voyage London  
Main Boilers 220 ea Managers James S. S. & Co. Ltd. Port London Voyage  
Donkey Boilers 120 ea If Surveyed Afloat or in Dry Dock Chermside D.D. & Co. Ltd. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) D.D. Chermside & Co. Ltd.

Medical 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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarized at the end of the report. State also the names and initials of any letters respecting this case. M 12/3/38

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

Has 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? No

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

Where was not done, state for what reasons? Main Boilers examined at Liverpool

What parts of the Boilers could not be thus thoroughly examined? -

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? -

What is the latest date of internal examination of each boiler? D.D. 4/3/38 Present condition of funnel(s) Good

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? Yes To what pressure were they afterwards adjusted under steam? 120 ea

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

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

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

Has the screw shaft now been drawn and examined? No 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 now been changed? - If so, state reasons - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

What is the 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 3/16

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

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

Where does the vessel discharge, profectly and outside fastenings of sea connections examined and in order

Complete of D.D. as per Liverpool letter dated 2/3/38

Donkey Boiler examined throughout, found in order, and its safety valves adjusted under steam as above

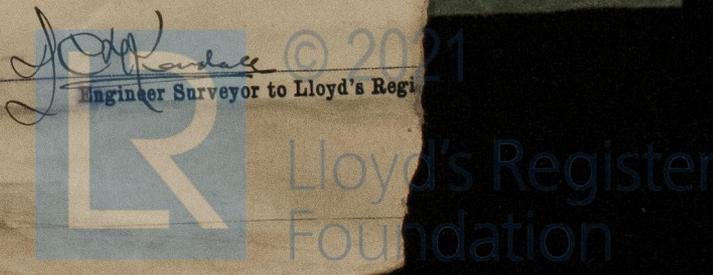
## General Observations, Opinion, and Recommendation:—

The Machinery of this vessel, as now classified 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 CS 3, 34, 140 lb., F.D., &c.)

is in safe working order and eligible in my opinion to remain as classified with the present record of B.S. 2, 38 as previously recommended

Survey Fee (per Section 20) £ 1 : 0 :  
Special Damage or Repair Fee (if any) (per Section 20.) £ : :  
Printing expenses (if chargeable) £ : :  
Committee's Minute  
Signed Beid 38

Fees applied for Survey 1938  
Received by me, J. J. [Signature] 19/3 1938  
Engineer Surveyor to Lloyd's Register



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

MS 28-0262

upltd

238

*[Handwritten signature]*

28/1/38



© 2021

Lloyd's Register Foundation

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ  
ΥΠΟΥΡΓΕΙΟ ΠΑΙΔΕΙΑΣ, ΕΡΕΥΝΑΣ ΚΑΙ ΘΡΗΣΚΕΥΜΑΤΩΝ  
ΙΝΣΤΙΤΟΥΤΟ ΤΕΧΝΟΛΟΓΙΑΣ ΥΠΟΛΟΓΙΣΤΩΝ ΚΑΙ ΕΚΔΟΣΕΩΝ ΔΙΑΔΙΚΤΥΟΥ  
ΥΠΟΥΡΓΕΙΟ ΟΙΚΟΝΟΜΙΚΩΝ  
ΓΕΝΙΚΗ ΔΙΕΥΘΥΝΣΗ ΣΤΑΤΙΣΤΙΚΗΣ