

Particulars of work to be done to place the vessel in the same condition as she was in prior to grounding at Port Hedland - 14th September, 1935.

ENGINE ROOM.Sequence of Work.

Remove Skylights and gratings.  
 Remove eduction pipe.  
 Remove Main Engine Pumps and levers.  
 Remove Cylinder and Valve covers.  
 Remove Pistons and rods intact.  
 Disconnect cylinders from columns and lift bodily 2 feet, and then bolt heavy planks on column tops and lift and slide cylinders out on the cant.  
 Disconnect columns and lift out.  
 " connecting rods with crossheads and lift out.  
 " Crankshaft sections and lift out.  
 " bedplate sections and lift out.  
 " Thrust shaft and test in lathe and true up.  
 " No.1 intermediate shaft and true up or renew, if necessary.  
 " Thrust block and lift out.  
 " Dynamo engine and lift out.  
 " and lift out fan engines and hang casing.  
 " piping from condenser and hand condenser from deckhead.  
 " feed and air pumps and take out.  
 Remove main injection valve.  
 Remove steam pipes and expansion glands.  
 disconnect Gwynne and lift out.  
 Cast two new sections, Main Engine bedplate and machine - weight approximately  $3\frac{1}{2}$  tons each, and fit and line up same in ship.  
 Fit spare crankshaft to L.P. Engine and line up all crank shafts after truing up intermediate crankshaft if required after testing in lathe.  
 Fit new pin to present L.P. Crank after skimming out holes in web - also renew after journal and use this repaired crank as a spare.  
 Make eight new thrust shoes - re-metal and machine..  
 Cast and machine valve body for Main Engine Stop Valve.  
 Cast and machine valve body for main injection valve.  
 Cast and machine valve body for main gate valve, on Condenser outlet.  
 Renew two main steam pipes and recondition expansion glands.  
 Test L.P. Rod in Lathe.  
 Make new evaporator valve for main condenser.  
 Renew 8 feet 3" copper pipe - sanitary discharge.  
 Renew 6 feet 3" copper pipe - Main Engine bilge discharge overboard.  
 Repair tunnel bulkhead gland.  
 Repair fan engine casing.  
 Renew suction valve box after Main Engine bilge pump.  
 " 2 feet  $3\frac{1}{2}$ " lead pipe on Main bilge line.  
 " 20 feet  $2\frac{1}{2}$ " F.W. suction pipe with T piece.  
 " Ballast line 6" C.T. pipe with  $3\frac{1}{2}$ " branch.  
 Remove refrigerating evaporator and stop leaks in brine coils in cool rooms.  
 Assemble intermediate shaft, thrust block, thrust shaft and shoes, bedplate, crankshaft, columns, cylinders, eduction pipe, auxiliaries, piping, valves (Main injection - Condenser, Discharge and Main Engine Steam), Platforms, Gratings, skylights, and line up engines and assemble connecting rods eccentrics, pistons and rods, turning and reversing gear, &c.

Estimated total cost of above

£4600. <sup>© 2020</sup>

S.S. "MINDEROO".

Particulars of work to be done (continued)  
Sheet No.2.

HULL.

Sequence of Work.

Remove bottom plating and hull side plating up to second strake below sheer strake - fair plates where slightly bulged on second strake below sheer strake, and renew plates where badly bulged, or buckled on other strakes.

Total approximate amount of plates removed will be 48 ft. long x 80 feet, and plates renewed where badly buckled.

No.4 Port Tank.

Renew three intercostals.  
Renew four wing floor plates.  
Remove and fair four wing floor plates.

No.4 Starboard Tank.

Fair all intercostals.  
Remove floor plates and renew eight of them and fair remainder.  
Margin plates to be faired in place.

Tank B rackets.

Port side. Refit five and tighten six.  
Starboard side. Refit six and tighten five.

Margin Angles.

To be tightened.

Keelson.

Renew Keelson to suitable length (approx. 36 feet, that is the length between existing joint) in way of Nos. 4 and 5 double bottom tanks.

No.5 Port Tank.

Renew two intercostals.  
Renew three floors in first bay.

No.5 Starboard Tank.

Intercostals - renew four and fair four.  
Floors - renew ten and fair three.

Bilge Keels.

Remove and fair on both sides of ship in way of damage.

Inner Bottom.

Inner bottom to be faired in places where possible and plates which will not fair are to be renewed in way of frames Nos. 61 to 67.

Division Plate between Nos. 4 & 5 D.B. Tanks.

Renew wing sections where badly buckled and fair remainder.

General.

Engine room bulkhead to be faired at top and cut across at three feet from bottom and new bottom strap 3 feet high to be fitted to the width.

Remove and fair vertical angles in Nos 3 Hold on back of Engine room bulkhead.

Remove and fair bottom gussets of these angles.

Renew rivetting in top and bottom angles of engine room bulkhead and tunnel recess screen bulkheads.

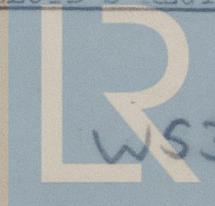
Fair thrust recess screen bulkheads in position on port side but remove starboard side and renew lower portion in way of bad buckle after fairing remainder of plate and angles.

Renew rivetting in all angles where necessary.

Estimated total cost of above repairs £6300 - -

*W. G. Davies*

SHIP & ENGINEER SURVEYOR  
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