

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

(Received at London Office

10 NOV 1928

Date of writing Report 5th November 28 When handed in at Local Office 6th November 28 Port of Göteborg

No. in Survey held at Göteborg Date, First Survey 20th September Last Survey 27th October 1928

4891 on the Machinery of the Wood, Iron or Steel Sc Lr "AUSTRALIC" (No. of Visits 9)

Gross 4010 Net 2530 Vessel built at Newcastle By whom Hawthorn, Leslie & Co. Ltd. When 1907-9

Engines made at Newcastle By whom W. & A. L. & Co. Ltd. When 1907

Boilers, when made (Main) 1907 (Donkey) 1907

Owners Pederaktieb. Transatlantic Owners' Address Port Göteborg

Manager G. Carlsson If Surveyed Afloat or in Dry Dock Both

(State name of Dock.) Lindholmens

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage? Part BS & alterations

Periodical Surveys, when held, must be reported in detail and serially 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.

On 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? Offered to Owners. Not required

Was a damage report made by anyone else? If so, by whom? None made.

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

Do. " Donkey " No.

When this was not done, state for what reasons? Donkey boiler not made ready for survey.

What parts of the Boilers could not be thus thoroughly examined? None.

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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? No.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

Has shaft now been changed? No 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3 in

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

Damage stated to have been caused by heavy weather in June 1928 while on a voyage from Delagoa Bay to Durban.

The propeller, propeller shaft, stern tube and fastenings of the sea connections examined.

The main boilers examined in & externally with safety valves and mountings and their safety valves adjusted under steam as above.

Repairs effected due to damage.

The after liner of the stern tube found cracked at after end and was drawn and welded electrically.

General Observations, Opinion, and Recommendation: The machinery of this vessel is eligible

(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. 5, 11, B. & M.S. 2, 11, or L.M.C. 2, 11, 140 lb., F.D., &c.)

In my opinion to remain as now classed in the Register Book and to have notation of "Tail shaft seen" 10.28 and when the survey is completed to have record of BS 10.28 subject to starboard furnace of port boiler and a port furnace of starboard boiler be specially examined or renewed at next boiler survey.

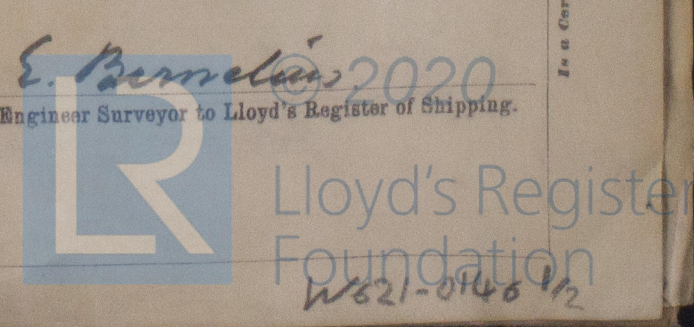
Survey Fee (per Section 25) £s. 90.00 Fee applied for 6th Nov 1928

Special Damage or Repair Fee (if any) £s. 110.00 Received by me, 4.12.1928

Alterations £s. 60.00 Committee's Minute TUE. 27 NOV 1928

Travelling Expenses (if chargeable) £s. 7.00 as now subject

Only for £s. 25.00



Steamer "AUSTRALIC" No. 64891 in the Register Book.

Heating coils fitted and bilge piping altered in accordance with plan No. 13013 approved on the 29th September 1928.

Heating coils tested by water pressure to 26 kgs/cm² and bilge pipes in way of the deep tanks tested by water pressure to 5 kgs/cm².

The cargo oil will be pumped out by means of shore pumps.

Part of this survey was carried out by the undersigned E. Bernelius on Thursday the 25th October from 6.30 to 10 a.m. and on Saturday the 27th October from 6.30 to 11 a.m.

E. Bernelius.

The after end of the stern tube found smashed at bottom and to obtain a good rest for the liner the murric was built up by electric welding.
Signum vitae in stern tube partly renewed.

Repairs effected due to wear and tear.

Port boiler:

- 1 main check valve renewed.
- 1 donkey " " "
- 1 lengthwise crack in starboard furnace welded electrically.
- 3 leaky rivets in starboard combustion chamber made good by electric welding.

Starboard boiler:

- 1 main check valve renewed.
- The whistle valve with seat & valve chest renewed.
- 3 lengthwise cracks in port furnace welded electrically.
- 3 leaky rivets in centre combustion chamber made good by electric welding.
- 1 screw stay in centre combustion chamber renewed.

S.R. List.

Starboard furnace of port boiler specially examined, and the repairs carried out as per Goth. report No. 7133 found good. As this furnace as well as port furnace of starboard boiler at several occasions have been repaired by electric welding and still show tendency to crack it is recommended that these furnaces be specially examined or renewed at next boiler survey. The cracks appear to arise when the fire in the boilers is extinguished. Two new furnaces have been placed on board now to be fitted at a suitable opportunity.
Please see test sheet attached.

To complete boiler survey.

The donkey boiler to be examined in & externally with safety valves and mountings and its safety valves to be adjusted under steam.

The Owners states that this will be done at first suitable opportunity.

Alterations in connecting with fitting of deep tanks for carrying vegetable oil as cargo.
Continued.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

RECEIVED



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Heavy weather damage. Screenshaft
& examined & repairs effected

B.S. due 10.28. Now got held. To
complete at first opportunity.

Star furnace of port boiler specially
examined. Piping in ~~Star Furnace~~ fitted for

It is submitted that this vessel is
eligible for the record B.S. 10.28 when the
B.S. has been held throughout

It is submitted that
this vessel is eligible to
remain as O.L.S.S.D. sub.

to star furnace of port
M.B. & port furnace
of star boiler being
specially exam'd
at next B.S.

(a)

26/1/28.

S10.28



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