

Report of Survey for Repairs, &c., of

Date of writing Report *18th Oct 1921* When handed in at Local Office *18th Oct 1921*
 No. in Reg. Book *Survey held at London* Date, First Survey *18th Oct 1921*
2813 on the Machinery of the Wood, Iron or Steel *COMMONWEALTH*
 Tonnage { Gross *6616* Vessel built at *Glasgow* By whom *Barclay Curle & Co*
 Net *4176* Engines made at *As* By whom *As*
 Registered Horse Power *843* Boilers, when made (Main) *1902* (Donkey) *As*
 No. of Main Boilers *2* Owners *P & O Steam Navigation Co.* Port *London* Voyage *Australia*
 No. of Donkey Boilers *1* Owners *P & O Steam Navigation Co.* Port *London* Voyage *Australia*
 Steam Pressure in Main Boilers *180 lb* Surveyed Afloat or in Dry Dock *Albert & Thijssen* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers *As* (State name of Dock.)

Last Report No. *As* Port *Docking*
 Particulars of Examination and Repairs (if any) *As*

(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.)

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? *Yes*

Do. " Donkey " " " " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*

To what pressure were they afterwards adjusted under steam? *180 lb*

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

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

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? *Yes* If so, state reasons: *Cracked longitudinally near small end of cone*

Is the shaft now fitted new? *Yes*

Has it a continuous liner? *Yes*

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *No*

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *Port rewooded shaft 32*

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

Propellers, sea connections & fastenings found or now placed in order

Port propeller boss badly fitted at cone, new boss with the old blades now fitted

Starboard propeller, broken blade removed & new one fitted

Port stern bush removed, turned & machined, rewooded & refitted in place

Two additional studs fitted to take port stern gland

Port screw shaft found cracked longitudinally near small end of cone also the keyway badly torn & replaced by a new spare one, adjacent short length of tunnel shaft skimmed up at couplings & all new bolts fitted

All main boilers & mountings opened up, examined & placed in good order

C.C. landings of double ended boilers rewelded where cracked & a number of burnt screw stays renewed; 80 stay tubes & 9 breast stays & tube plates renewed

Safety valves adjusted & boiler found tight under steam

General Observations, Opinion, and Recommendation:—

(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, or L.M.C. 9, 11, 140 lb., F.D., &c.)

The machinery so far as seen is eligible in my opinion to remain as classed with past records of BS 10.21 & Port screw shaft PN 10.21

Survey Fee (per Section 25) *£ 7.00* Fees applied for *26 OCT 1921*

Special Damage or Repair Fee (if any) (per Section 25.) *£*

Travelling Expenses (if chargeable) *£* Received by me, *E. J. Hoddart*

Committee's Minute *MON. 1 NOV. 1921*

Assigned *PS 10.21* *TUE NOV. 1 1921*

TUE. 28 AUG. 1923

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W 702-0166

B.L. due 11.21. no small
upairs.

Port screw shaft renewed stern
bush refitted

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 10.21

Pt N.S. 10.21

L.S.
28/10/21

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021

Lloyd's Register
Foundation