

TRIPLICATE

LLOYD'S REGISTER OF SHIPPING

BRISBANE.

8th October 1923

THIS IS TO CERTIFY that

RICHARD STRANAHAN TAYLOR

the undersigned Surveyor to this Society did at the request of Messrs. Macdonald Hamilton & Co., Managing Agents for the Australasian United Steam Navigation Co., Ltd., attend on different dates as necessary on board the S.S. "HONGKONG" 2115 tons and No. 14718 in the Register Book whilst laid up to survey her for Annual Overhaul.

----- AND NEW REPORT -----

THAT the vessel was taken out of commission on the 3rd August for Annual Overhaul of hull and machinery and for dry-docking as recommended in my report of 1/Aug. '22; owing to the Company's requirements it was decided not to drydock the vessel at this juncture, but the following work was carried out.

ON DECK - Windlass, winches examined, necessary repairs effected and then reassembled in good working order.

Steering gear and engine opened up, overhauled, necessary repairs carried out, chains examined and everything put in proper working order.

Fire damage repairs effected, see my report dated 18/July '22; the five planks on boat deck and five in main deck of No. 11 deck cabin were removed, this involved the removal of fittings and furniture in cabins Nos. 10 and 11, the smoke damage was cleaned down in



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W107-0151108

"BIMBERA" 8/19/23

both cabins and in smoke room; after repainting, fittings and furniture other than electric light fittings were replaced, the lifeboat rack and three (3) lifebelts in cabin No. 11 were removed.

Work - Holds cleared and cleaned down, bilges and recesses examined fore and aft; tanks, peaks opened up, air and scumming pipes examined.

As the vessel was not drydocked it was not possible for the whole of the requirements of the Society's Rules for Annual Survey to be carried out at this juncture otherwise everything has been done to my satisfaction; the vessel is being laid up indefinitely, but when next drydocked the examination as recommended in my report dated 3/Aug. 1922 and other necessary work will be carried out.

R. S. Langley



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FW407-D151 (2/8)

S.S. "MINKERA"

I attended in conjunction with Major D.R. Evans on board the S.S. "MINKERA" 2115 tons and No. 14718 in Register Book for Annual Survey of Machinery and Boilers, see London letter dated 21/6/23 regarding the latter.

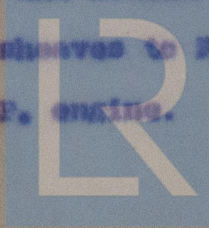
----- And new report -----

THAT all three engines were opened up for examination as follows:-

FORWARD ENGINE - All cylinders opened up and rings examined. Removed I.P. piston rings. Slide and piston valves taken out, valves and valve faces examined. Valve settings tested. Re-metalled and refitted 4 eccentric straps. Fitted new sheaves to forward and aft L.P. engines. Overhauled I.P. and L.P. valve motion and brasses of same adjusted. Adjusted all top and bottom ends. Adjusted all main bearings. Cleared oil gutters in thrust shoes and reset thrusts.

MIDDLE ENGINE - All cylinders opened up and pistons and rings examined. Ridge chipped out of mouth of H.P. cylinder and new piston and rings fitted. H.P. piston rod skinned up and new gland bush neck bush fitted. Tested all valve settings and reset piston and slide valves as found necessary. Fitted new eccentric sheave to I.P. engine. Re-metalled three eccentric straps. Cleared oil gutters in thrust shoes and thrust reset.

STARBOARD ENGINE - Opened up all cylinders and examined pistons and rings. Removed H.P. pistons rings. Removed I.P. piston rings. Fitted new piston rod to I.P. engine. Chipped ridge out of mouth of cylinder of I.P. engine. I.P. guide shoes planed up fair and readjusted. Slide and piston valves taken out and examined. Reset piston and slide valves as found necessary. H.P. and I.P. quadrant links sent to shop and filed up true and parallel. New eccentric rod fork and brasses fitted to H.P. & I.P. engines. Fitted 2 new eccentric sheaves to F.L.P. engine. Fitted one new eccentric sheave to aft L.P. engine. Six eccentric straps



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W707-D151 (3/8)

S.S. "MINNERA"

reinstalled. All top and bottom ends and main bearings adjusted. Aft L.P. engine bottom and brasses were reinstalled and refitted. Star. reversing engine link gear has new pins fitted to all links, control lever and bell crank. Main steam pipe adjoining intermediate stop valve taken off and replaced by spare. Original steam pipe repaired and placed on board as spare. Cleared oil gutters in thrust shoes and thrust reset.

CIRCULATING ENGINE (2)

Port - Fitted new piston rings. Adjusted top and bottom ends and main bearings. Fitted one new stud to impeller gland and repacked same.

Starboard - Chipped ridge out of mouth of cylinder and fitted new piston rings. Adjusted top and bottom ends and main bearings. Repacked impeller shaft gland.

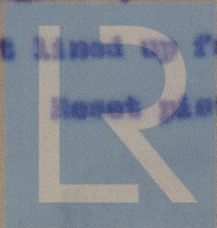
Air Pump - Port and starboard - Cylinders opened up. Carnegie pistons taken adrift and cleaned. All head bucket and foot valves removed and cleaned. Spare shuttle valve chests fitted. Spare valve motions fitted. Steam and exhaust valves ground in. Bucket rings removed and cleaned, replaced.

Fair Feed Pump - Port and starboard - Carnegie pistons taken adrift and cleaned. Renewed bucket rings. Cleaned group suction and delivery valves, several renewed. Rejointed steam pipe to star. pump. Fitted pin to retain water and liner in position (port pump).

Auxiliary Condenser Circulating Pump - Fitted new pins in valve motion. Fitted new rings to pistons.

Intermediate Feed Pump - Removed water and cylinder and brass liner of same bored out in laths. New bucket made and fitted to water end. Holding down bolts passing through tank top renewed. Suction and delivery valves taken out, cleaned. Stoppers in valve seats adjusted.

Fan engine - Port Fan engine cylinder bored out and fitted new piston rings. Fan shaft lined up fair. Adjusted top and bottom ends and main bearings. Reset piston valve. Fitted



"ENGINE"

several new rivets in fan engine seating. Fitted 2 gusset plates to steel below engine.

Aft Suction Pump - Inspected piston and bucket rings. Examined group suction and delivery valves. Fitted new exhaust valve spindle.

Refrigerator - All compressor, suction and delivery valves taken out. Removed 2 suction and 1 delivery valve, remaining valves faced up. Buffer expansion valve faced up, washers removed and new springs fitted. New rings fitted to expansion piston. Cooler pump overhauled, fitted new connecting rod and crosshead fitted new suction and delivery valves. Engine room bulkhead insulation repaired.

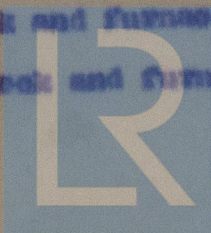
Boiler Engines (2) Forward & Aft - New top and bottom end brasses fitted. Crank shaft put in lathe and crank pins trued up. New piston rings fitted. Governor gear overhauled. **Auxiliary Condenser** - Top section removed and sent to shop. Same retubed, replined and rejointed. Two lower sections, doors removed and condenser tested.

Repaired tunnel bilge ejector discharge pipe. Repaired port and starboard bilge ejector discharge pipes. Repaired starboard forward hold bilge suction pipe and fitted new rose box to same. Both forward and aft ash ejectors had new C.I. lengths of discharge pipe (with bands and shield plates) fitted. Both hepper discharge cocks were ground in and a new nozzle fitted to the aft hepper. All main steam pipe expansion joints repacked.

Electrical - Removed brushes of both forward and aft dynamos. Removed brushes of all saloon fans. All cargo and bunker clusters and gangways clusters overhauled and new cables fitted. Repaired lights at engine fronts. All lights and wiring throughout ship overhauled.

BOILERS

Main boilers opened up, scaled and cleaned, main zinc plates removed. Removed check and furnace door baffle plates as required. Overhauled air check and furnace door catches, also



B.B. "HUMBER"

ash pit doors catches. Removed two ash pit doors. Doors fitted with 2 locks. Removed six electric zinc studs. Removed 3 wing bar supporting studs. Fitted cast iron covering patches over cracked furnace front castings (in way of furnace doors). All valves and mountings on boiler head and shell ground in and repacked. Removed port boiler main stop valve spindle. Rejointed starboard boiler auxiliary check valve. Cleared 22 choked boiler tubes. Repaired fender plates at boiler fronts.

PORT BOLLER AFTER HULL FIRE FURNACE. Hardened up 16 rivets in saddle seam. Expanded 1 stay tube. Expanded 1 common tube. Removed 1 water space stay.

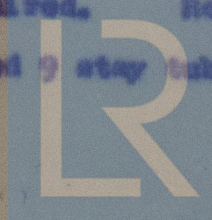
STARBOARD FURNACE - Removed 2 stay tubes, removed 3 common tubes. Hardened up 15 rivets. Patch removed from saddle corner crack "reed" cut and welded up, also welded inside boiler. A new patch fitted and rivetted and margin of patch welded up. Filled in 3 cracks in saddle landing with welding. Pinned up 2 cracks in furnace corrugations. Removed 2 water space stays. Hardened up 3 water space stays. Uptake tube plate - portion about 2' x 2' spectacle patched and 20 new uptake tubes fitted.

MIDSHIP FURNACE - Removed 10 rivets in saddle seam and hardened up other rivets as necessary. Electric welded small crack in saddle landing. Expanded leaky tubes. Removed 2 common tubes. Removed one longitudinal stay nut.

PORT BOLLER FORWARD HULL WING FURNACE - Removed 3 rivets in saddle landing. Hardened up 15 other rivets. Welded up 3 cracks extending from rivets in saddle landing. Expanded 5 stay tubes. Hardened up 2 water space stays.

STARBOARD FURNACE - Removed 6 rivets in saddle landing. Crack at saddle corner "reed" cut and welded up, also welded inside boiler. Removed 2 common tubes. Repaired partition between smoke boxes. Rejointed "Diamond" blower.

MIDSHIP FURNACE - Removed 14 rivets in saddle landing and hardened up other rivets as required. Removed 9 common tubes. Welded up crack in tube plate, fitted 9 stay tubes in this row in



P.S. "DIAMOND"

in place of common tubes (9 stoppers provided in case this repair gives trouble). Filled in crack in furnace neck about 6" extent with electric welding. Hardened up three water space stays. All saddle welding roughed in.

STARBOARD BOILER AFTER MID VINE FURNACE - Removed 12 rivets in saddle seam and hardened up all other rivets. Removed 9 common tubes. Welded up crack in tube plate; fitted 9 stay tubes in this row in place of common tubes (9 stoppers provided in case this repair gives trouble). Hardened up 1 water space stay. Rejointed "Diamond" blower.

STARBOARD FURNACE - Removed 9 rivets in saddle seam and hardened up other rivets as required. Roughed in 1 pin in corner patch.

MIDSHIP FURNACE - Removed 6 rivets in saddle seam, hardened up other rivets as required. Removed 3 common tubes removed 2 stay tube stoppers.

STARBOARD BOILER FURNACE MID VINE FURNACE - Hardened up 12 rivets.

STARBOARD FURNACE - Hardened up 14 rivets in saddle landing. Crack at saddle corner (starboard side) test hole drilled, crack "veed" out and welded up, also welded inside boiler.

MIDSHIP FURNACE - Hardened up 17 rivets in saddle seam. Fitted up 2 cracks in furnace corrugations. Expanded several leaking tubes.

AUXILIARY BOILER - Thoroughly cleaned and in good order, valves and mountings overhauled ground in and packed.

ELECTRIC WELDING - This work appears to be well carried out. Electric welding effected at previous survey examined and found to be in good condition together with the metal in the vicinity of weld.

Stokehold bilges cleaned.



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W784-DLS (7/8)

San recess bilges cleaned,

It was decided not to hold the steam test until a later period, therefore all the requirements of the Society's Rules have not been carried out, but all the work done has been completed to our satisfaction.

The vessel being out of commission no recommendation made.

R. V. L. A. / 12.7



Daniel B. Evans

Consulting Engineer



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W707 D/S1 (8/8)