

Declassed Box 12 (COPY)

LLOYD'S REGISTER OF BRITISH & FOREIGN SHIPPING,

Head Office : 71, Fenchurch Street, London, E.C.

PORT B R I S B A N E,

24th February 1915.

THIS IS TO CERTIFY that

R I C H A R D S T R A N G H A N T A Y L O R

the undersigned Surveyor to this Society did at the request of

The General Manager, Australasian United Steam Navigation Company Limited, survey the S. S. "BINGERA" 2092 tons and No. 728 in Register Book for the purpose of Restoration of Class of the Machinery and Boilers.

----- And now report -----

T H A T the machinery was built under Special Survey by McKie & Baxter 1914, and shipped to Brisbane and I saw them placed on board.

The boilers were inspected by Mr. A. Campbell who reports in conjunction with me as follows :-

The three turbines were removed and seatings for same. New seatings were rivetted to the tank top and ship's floors to receive the three sets of four crank triple expansion engines, with cylinders 15, 24, and two 27" with 21 inches stroke. All tunnel and propeller shafts were replaced by larger shafts and fitted with larger propellers 7' 3" diameter and 9 feet pitch.

The whole of the floors, keelsons, intercostals and reverse bars in the Boiler space were chipped bare, steel brushed and thoroughly cleaned out and all defective parts made up to the original



© 2021

Lloyd's Register
Foundation

W407-0167612

S. S. "BINGERA"

strength. The whole then received two coats of the best red and white lead paint, afterwards, when thoroughly dry, two coats of Bitumastic paint.

Five plates were renewed on tank top under donkey boiler:

2 plates	12' 0" x 4' 6" x 3/4"	See Hull Report
1 "	14' 0" x 2' 0" x 3/4"	
1 "	10' 0" x 3' 0" x 3/4"	
1 "	8' 0" x 3' 0" x 3/4"	

Donkey boiler collision chock renewed.

The Boilers and mountings were also thoroughly overhauled and repaired. The main steam pipes taken out, annealed and tested by hydraulic pressure to 320 lbs.

MAIN BOILERS : Cleaned out, combustion chambers scraped clean and painted with Apexior. Two electrogenes fitted to each boiler and 40 zinc plates renewed. All mountings were opened up, valves were ground in, glands packed and cover joints remade.

UPTAKES AT MAIN BOILERS FORWARD END : All air plates were taken off at both uptakes, 10 new plates were supplied. The remainder were straightened and put back in position; these were stiffened with 3" angle iron bars.

DONKEY BOILER FUNNEL : The Lower part of this was removed and the plates rerolled and then rivetted up again. Three new straps to attach to main funnel, one new longitudinal gusset put in to stiffen, one gusset fitted outside, as well as an angle iron stay to main uptake.

The ballast tank under main engines was thoroughly chipped and painted. The whole of the hull in the boiler space, engine room and tunnel was put in first class order.

The auxiliary and deck machinery were thoroughly overhauled and are now in first class order.

R. S. Saylor



© 2021

Lloyd's Register
Foundation

W407-0167 (2/2)