

(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 E 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 restoring that vessel to class.

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

T H A T the Restoration was the outcome of correspondence  
and in consequence of the propelling machinery being altered from  
turbine to reciprocating engines.

The original engines were removed, and three sets of triple  
expansion engines with seatings, built to class, see London letter  
dated 13th August 1914, were imported and installed; and the work in  
connection with the removal of the turbines began in January 1914 and  
finally completed 3rd December 1914 as follows :-

Dry docked August 15th. Turbines, propeller and shafting  
removed. New bushes, shafting and propellers were fitted. Steel  
tubes with suitable stuffing boxes were fitted between the outer brack-  
ets and the wing stern tubes to form an oil bath for the whole length  
of the shaft. The hull plating was chipped bare where necessary and  
coated with four coats of paint. She was floated out of dock on  
August 24th 1914.



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S.S. "BINGERA"

2.

The seating for the three sets of engines was well tied together, and the rivets removed from the tank top and seating riveted to every floor. The seatings were completed September 24th 1914.

The installing of the engines was completed on 1st December. The vessel was taken to Moreton Bay for a trial of the Machinery. A trial run was made for two hours and everything was satisfactory. A speed obtained against the wind and tide was 14.3 and on the return 15.5. The vessel had not been docked since August 24th.

The vessel was docked on 2nd December 1914 when the hull was scrubbed down and given one coat of paint. She was floated out of dock on 3rd December and sailed for Townsville via Ports on 4th December.

The letter referred to above dated 13.8.14 was received at this Office on the 24th September and a letter written on that day to the General Manager of the Australasian United Steam Navigation Company Limited Owners of the S. S. "BINGERA" and he replied on the 28th September saying that the matter was being referred to the London Office and on 30th December, I received the notification from the Managing Agents of the A. U. S. N. Co. Ltd. that the London Office desired the vessel to be restored, copies of correspondence have been forwarded.

My inspections began in August when the vessel was first docked, and were not made with a view of the vessel being restored to class, my first visit having this object in view was after the 28th September. I saw the seatings fixed in position and thereafter kept in touch with the work, but did not keep notes, as it was considered improbable that the Owners would reclass. I had no power to make any recommendations; and now in support of the reclassification I am forwarding a copy of the work done as shown in the Marine Superintendent's report.

I can certify that from my own knowledge and personal examination that the hull and equipment are in first class order and condition and would recommend the restoration of this vessel's class to the favourable consideration of the Committee.

*R. S. [Signature]*  


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