

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

(Received at London Office

FRI. APR. -9. 1915

Date of writing Report 15 February 15 When handed in at Local Office 15 Port of BRISBANE

No. in Reg. Book. 728 Survey held at BRISBANE Date, First Survey 17 August Last Survey 12th Febr 1915

on the Machinery of the Wood, Iron or Steel S. S. "B I N G E R A" Master

Tonnage { Gross 2092 Net 871 Vessel built at Belfast By whom Workman Clark & Co. Ltd. When 1905 11

Registered Horse Power 160 Engines made at Glasgow By whom McKie & Baxter When 1914

No. of Main Boilers 2 Boilers, when made (Main) 1905 (Donkey) 1905

No. of Donkey Boilers 1 Owners Aust. United Steam Nav. Co. Ltd. Port Brisbane Voyage Coasting

Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Both

in Donkey Boilers 160 (State name of Dock.) Government - Queensland

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Year Assigned	Year now expired	Machinery and Boiler Survey (including date of N.B., if any).
<u>11,05</u>			

Last Report No. Port

Particulars of Examination and Repairs (if any)

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 " " " Yes

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? 160 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 160 lb

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? Renewed Is it fitted with continuous liner? No liners or two liners? yes or is it without liners?

Has shaft now been changed? Yes If so, state reasons To suit the new high speed reciprocating engines

Is the shaft now fitted new? Yes Has it a continuous liner? No liners or two liners? Yes or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? New white metal stern bushes running in oil

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

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 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 $\frac{3}{8}$	See Hull Report
1 "	14' 0" x 2' 0" x $\frac{3}{8}$	
1 "	10' 0" x 3' 0" x $\frac{3}{8}$	
1 "	8' 0" x 3' 0" x $\frac{3}{8}$	

Donkey boiler collision chock renewed.

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. 4, 9, 11 160 lb., F.D., &c.)

Recommend that the record of B. & M.S. 12, 14

Survey Fee (per Section 88).....	£ 10 10 0	Fees applied for
Special Damage or Repair Fee (if any).....	£ : : :	19
Travelling Expenses (if chargeable).....	£ 10 0	Received by me,
		19

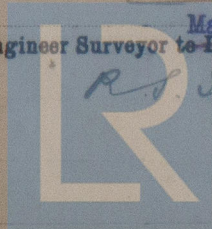
Committee's Minute

Assigned

Signed Report

See unsigned one of same no. attached

Arch Campbell
Marine Board of Q'ld
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W707-0176(1/2)

S. S. "BINGERA"

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.

Arch-Campbell

Engineer Surveyor to

Marine Board of Queensland.

R. S. Campbell
Surveyor.



© 2021

Lloyd's Register
Foundation

W907 - 0176 (2/2)