

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

(Received at London Office)

FEB 7 1941

Date of writing Report 30/10/40 When handed in at Local Office 30/10/40 Port of SYDNEY, N.S.W.

No. in Reg. Book 81637 Survey held at SYDNEY, N.S.W. Date, First Survey 29/10/1940 and Last Survey 29/10/1940 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel T.S.S. PORT WELLINGTON

Tonnage } Gross 3301 Vessel built at Belfast By whom Workman Clark & Co. Ltd. When 1924-2  
 Net 5181 Engines made at Belfast By whom Workman Clark & Co. When 1924

Nominal Horse Power 1067 Boilers, when made (Main) 1924 (Donkey)

No. of Main Boilers 4 Owners Port Line Ltd. Owners' Address Port London Voyage Voyage

No. of Donkey Boilers 200 lb. Managers Port Line Ltd. If Surveyed Afloat or in Dry Dock Woolwich Dry Dock (State name of Dock.)

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

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) (Propellers, outboard stern, lubbers & underwater fastenings, & Sea Connections)

(Periodical Surveys, when held, must be reported in detail and seriatim 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 summarized 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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?

State latest date of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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

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

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

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? Yes If so, state reasons \_\_\_\_\_

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft \_\_\_\_\_ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P. 3/16, S. 3/16

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done The Master states that the Survey will be completed at a Home Port.

This vessel placed in dry dock, propellers, outboard stern bushes, & underwater fastenings of Sea Connections examined, & found in good condition.

General Observations, Opinion, and Recommendation:— This vessel's Machinery as far as seen

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

is now in good condition, eligible in my opinion to remain as classed.

Survey Fee (per Section 29) £ : : Fees applied for

Special Damage or Repair Fee (if any) (per Section 29) £ : : Received by me,

Travelling expenses (if chargeable) £ : : \_\_\_\_\_

Committee's Minute \_\_\_\_\_

Assigned As now

TUE 25 FEB 1941

Engineer Surveyor to Lloyd's Register of Shipping.

E. L. Cartwright

Lloyd's Register Foundation

W72-0005

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to \_\_\_\_\_

S.S. no 1 due 10 40  
Partly held. Not advanced  
To complete at home port

It is submitted that this  
vessel WILL BE eligible  
for the record.

Time 8.40 on  
completion.

Run

20.2.41



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