

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

(Received at London Office 15 AUG 1930)

Date of writing Report 19... When handed in at Local Office 14/8/30. Port of **NEWCASTLE-ON-TYNE**

No. in Survey held at **Wallsend** Date, First Survey **15 May** Last Survey **9 Aug 1930**  
 eg. Book. **1641** on the Machinery of the **Wood, Iron or Steel** **5.8.8. Pot Brisbane.** (No. of Visits **18**)

Gross Tonnage **831 1/2** Vessel built at **Belfast.** By whom **Sokunan Black Hk.** When **1923-12.**  
 Net Tonnage **504 1/4** Engines made at **do** By whom **do** When **do**  
 Nominal Horse Power **860** Boilers, when made (Main) **1923** (Donkey) **Yona.**  
 No. of Main Boilers **4** Owners **Lammamweath and** Owners' Address **do**  
 No. of Donkey Boilers **4** Managers **Union Line Co.** Port **London** Voyage **Australia.**  
 Steam Pressure in Main Boilers **200** If Surveyed Afloat or in Dry Dock **Afloat. Swan Hunt.** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) **nothing**  
 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 summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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? **do**

as a damage report made by anyone else? If so, by whom? **do**

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

Do " Donkey " " " " **Yona.**

What parts of the Boilers could not be thus thoroughly examined? **Survey not due**

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? **do**

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

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? **do**

Did the Surveyor examine all the mountings of the Main Boilers? **do**

Has the screw shaft now been drawn and examined? **do** Is it fitted with continuous liner? **do** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **do**

Has the shaft now been changed? If so, state reasons **do**

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

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? **Stbd 1/8 Pot 1/8**

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

| CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys. | Years Allowed now expired. | Machinery and Boiler Surveys (including date of N.E., if any). |
|--|----------------------------|--|
| +100 a. l. 2h. 2h. with p'ld. 12, 29.  |                            | +L.M.C. 11, 24.  |
| 8.8. 1/2 1/2 1/2 1/2 24.   |                            | B.S. 12, 29.   |
|  |                            | S.S.E.L. 12, 29.   |

**no done.**

Vessel placed in dry dock. Propellers & their fastenings & the sea connections, fastenings examined found in good order.

The Branks, thrusts & intermediate shafts & bearings, condensers, all main & auxiliary pumps & pumping arrangements, cylinders, pistons, slide valves & faces & the machinery in general examined & found a put into good condition.

Rank shaft bearing reinstalled.

Shipping relief fair chain.

Two additional wear lubricating oil pumps fitted 10x9x21.

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

The Machinery of this vessel, as seen, is in good condition eligible, in my opinion, to remain as classed & to have fresh record + L.M.C. M.S. 8-30. & two S.P. turbines with D.P. gear & hydraulic coupling fitted 8-30.

Survey Fee (per Section 25) + L.M.C. (MS) 9: - - - - -  
 Main S.P. Turbines (D) £ 10: 10: - - - - -  
 Additional Survey Fee (if any) (per Section 25.) £ - - - - -  
 Controlling Expenses (if chargeable) £ - - - - -

Fees applied for 14 AUG 1930  
 Received by me, 4.9.1930

Committee's Minute signed + L.M.C. M.S. 8.30

Note NHP & Eng. pers.

2019  
 Engineer Surveyor to Lloyd's Register of Shipping.

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TUE. 8 DEC 1931  
 TUE. 19 JAN 1932  
 TUE. 7 JUN 1932  
 TUE. 18 OCT 1932

WB-0066 (112)

*Engines examined.*

*Condensers & circulating pump  
renamed.*

*It is submitted  
this vessel is eligible  
for the RECORD. J. M. C. No. 5-10.*

*To assist engine particulars  
add 2 L.P. turbines with  
D.P. gearing & hydraulic  
coupling.*

*Amend M.P. to*

*1067.*

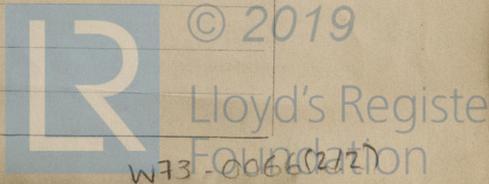
*[Handwritten initials]*

*S. S. "Port Brisbane."*

*Two new main steel condensers fitted.  
The main circulating pumps renewed.  
Main steam pipes examined in way of flanges  
& found satisfactory.  
Two new L.P. turbines (Bauer-Wach) have been  
fitted to work in conjunction with the existing  
reciprocating engines & have been tried under  
full work conditions & found satisfactory.  
The Harbour engine main steam breakhead  
valve C.F. has been renewed after having been  
tested by hydraulic pressure to 460 lbs per sq  
& found tight & satisfactory.*

*Thos. C. Ferguson*

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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