

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

(Received at London Office 30 MAY 1929)

Date of reporting Report 29/5/29 When handed in at Local Office 29/5/29 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 81458 Survey held at Wallsend Date, First Survey 3rd April Last Survey 22nd May 1929
 (No. of Visits 23)

81458 on the Machinery of the Wood, Iron or Steel T. & S. Port Denison

Tonnage { Gross 8191 Vessel built at Belfast By whom Wigham Clark & Co. 1918-5
 Net 5152 Engines made at do By whom do When do

Nominal Horse Power 809 Boilers, when made (Main) 1918 (Donkey) same

No. of Main Boilers 4 Owners Commonwealth and Owners' Address same
 No. of Donkey Boilers 4 Managers Dominion Line, Ltd. (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 200 Port London Voyage Australia
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock in Huller Dry 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) T. & S. + L.M.C.

(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.)

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 " " " same

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? 200 lbs sq

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? yes and of the Donkey Boiler?

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

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

Has screw shaft now been drawn and examined? yes as they Is it fitted with continuous liners? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? no If so, state reasons

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?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Close. New wood.

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

Gas Bars.

Vessel placed in dry-dock. Tail shafts drawn & examined. The tail shaft liners have been skinned & the stem tube bushes rewooded.

The Propellers & the sea connections & fastenings examined & found in good order.

The cylinders, pistons, slide valves & faces, cranks, thrusts, & tunnel shaftings & bearings, air, circulating, feed & bilge pumps, condensers, steering & windlass engines & the machinery in general examined & found & put into good order. Auxiliary pumps & pumping arrangements also examined & found in good order.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is in good condition & eligible, in my opinion, to remain as classed & to have fresh record T. & S. + L.M.C. 5, 29 + T. & S. E. L. 5, 29.

Survey Fee (per Section 28) T. & S. + L.M.C. £14 - - - Fees applied for 29 MAY 1929

Special Damage or Repair Fee (if any) (per Section 28.) £10 10 - - - Received by me, 12-6-1929

Travelling Expenses (if chargeable) £ - - -

Committee's Minute FRI. 7 JUN 1929

Assigned + L.P.C. 5.29

Note added 5.5.29

CERTIFICATE WRITTEN 17.6.29

Chas. A. Ferguson
 Engineer Surveyor to Lloyd's Register of Shipping.
 TUE. 27 MAY 1930
 FRI. 14 NOV 1930
 TUE. 28 APR 1930

Lloyd's Register Foundation
 W73-0094 (1/2)

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

In a Certificate required? If so, to be sent to

Power & Exhaust Turbines

Exhaust Turbines & Circulating Pumps

Engines & Boilers Examined

7th May 1929

Both S.S. 29

To assist before records add

8" L. P. Turbine with 2A

2" L. P. Turbine with 2A

2" L. P. Turbine with 2A

Among NTP to 984

4/6/29

N.B.—If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damp as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

pt. 9a.
Port of

NEWCASTLE-ON-TYNE

Continuation of Report No. 84248 dated 22/5/29 on the

30 MAY 1929

S. S. & "Port" Demos.

The crank shafts have been lifted & the main bearings re-settled.
 Shaping relieved fair throughout.
 The main engine ahead guide shoes re-settled.
 Air pump liners re-set, new bushes fitted.
 Piston rings renewed in S. P. cylinders.
 Main steam pipes examined in way of flanges & found in good order.
 Two new main condensers have been fitted.
 Two new oil lubricating pumps have been fitted their type 10" x 9" x 24"
 Two new main circulating water pumps, Drysdale type, have been fitted.
 The main boilers examined in their entirety, found in put into good condition & their safety valves adjusted under steam to working pressure.
 The starboard after main boiler starboard end furnace, the starboard forward main boiler port end furnace and the port forward main boiler both end furnaces have been renewed in a satisfactory manner.
 The boilers have been tested by hydraulic pressure to 280 lbs per sq inch & found tight & satisfactory.
 Minor welding repairs have been carried out on the C. C. bottom plate landings
 Two new L. P. Bauer-Wach turbines have been fitted to work in conjunction with the existing reciprocating engines & have been tried under full working conditions & found satisfactory.

Edw. A. Ferguson.

