

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

No. 5054

(Received at London Office

FRI. SEP. 3. 1915

Date of writing Report 26. 7. 1915 When handed in at Local Office 26. 7. 1915. Port of Sydney N.S.W.

No. in Reg. Book. Survey held at Sydney N.S.W. Date, First Survey 20. 7. 15 Last Survey 21. 7. 1915

on the Machinery of the Wood, Iron or Steel J.S.S. "Marere". Master - Wells.

Gross 6443 Net 4160 Vessel built at Belfast. By whom Workman Clarke When 1902

Engines made at Belfast By whom Workman Clarke When 1902

Boilers, when made (Main) 1902 (Donkey)

Owners Commonwealth & Dominion Line, Port London. Voyage Trooping

If Surveyed Afloat or in Dry Dock Dry. Cockatoo

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

st Report No. Port

Particulars of Examination and Repairs (if any) Propeller shaft seen new (fitted).

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on sides being detailed in the body of the report, should be separated from repairs due to other causes; and initials 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?

Was a damage report made by anyone else? If so, by whom?

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

Donkey " " " "

was not done, state for what reasons?

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

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?

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

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

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

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

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

Propeller shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? or is it without liners?

Shaft now been changed? Yes If so, state reasons Old shaft (8 years old). Suppl. Eng. recommended changing

Shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? or is it without liners?

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? A good fit.

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

This vessel placed in dry dock. Propeller shaft drawn inboards. Found good. Very slightly slack aft end of liner, but still good. Superintendent in London instructed Chief Engineer to fit new spare shaft. in Sydney N.S.W. which has now been on Starboard side. marks on shaft = Lloyds No 1837 D } m.m.r. }

The new shaft found slightly tight for stern bush; wood in iron bush eased and now a good fit

The propeller was tried on cone of new shaft & seen a good fit

2 nuts corroded on Starboard propeller boss and one on Port

now fitted 3 new nuts & re-secured around. In S.N. List

just all &c. This vessel now trooping & will be attended to later.

General Observations, Opinion, and Recommendation:— This vessels machinery is

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.&N.S. 9,11, or L.M.C. 9,11, 100 lb., F.D., &c.)

in good condition eligible in my opinion to remain

classed with record of Starboard P.S. new. 7.15 noted

Survey Fee (per Section 22) £ 2 : 2 : 0 Fees applied for 26. 7. 1915.

Special Damage or Repair Fee (if any) £ : : Received by me, 19

Traveling Expenses (if chargeable) £ : : Wm Robertson

Committee's Minute TUE SEP. 7. 1915

Assigned FRI. 28. JAN. 1916

Deferred

Lloyd's Register Foundation

W841-0189



P.S. due 3.15. not advanced vessel  
on Government service.

New starb<sup>d</sup> Screw shaft fitted

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

It is submitted that this  
vessel will be eligible for  
the record

BS 5.15. when all  
the S.R. have been adjusted  
Starb<sup>d</sup>  
NS. 7.15.

J. J. W. J.  
6/9/15

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register  
Foundation