

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

(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. 1915 Last Survey 21. 7. 1915

on the Machinery of the Wood, Iron or Steel J & S "Marere". Master - Wells. (No. of Visits 2)

Gross 6443 Net 4160 Vessel built at Belfast. By whom Workman Clarke When 1902 12

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 (State name of Dock.)

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

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned for approval.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A I SHELTER DK.		+ L.M.C. 9. 11
S.S. Lon. No 2. 10.		F. J.S.S. 8. 12
9. 12.		N.T.S. 3. 14.
		B.A. 3. 14.

st Report No. Port

Particulars of Examination and Repairs (if any) Propeller shaft seen true (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 the cause of which must be stated should be separated from Repairs due to other causes; and the names and initials of any letters respecting this case.

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 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 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 the propeller shaft now been drawn and examined? Yes Is it fitted with continuous liners? Yes or two liners? - or is it without liners? -

Has the propeller shaft now been changed? Yes If so, state reasons Old shaft (8 years old). Supt. Eng. recommended changing

Has the propeller shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? - or is it without liners? -

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? A good fit.

If the 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 liners, but still good. Superintendent in London instructed Chief Engineer to fit new spare shaft. in Sydney N.S.W. which has now been received on Starboard side. marks on shaft = Loyds 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. R. List adjust all S. V. this vessel now trooping & will be attended to later.

General Observations, Opinion, and Recommendation:— This vessels machinery is in good condition eligible in my opinion to remain classed with record of Starboard P. S. new. 7.15 noted

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, 14 & 15, F.D., &c.)

Survey Fee (per Section 88) £ 2 : 2 : 0 Fees applied for 26. 7. 1915. Received by me, Wm Robertson 19

Special Damage or Repair Fee (if any) £ : : : Committee's Minute TUE SEP. - 7. 1915 Deferred

Traveling Expenses (if chargeable) £ : : : Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. FRI. 28. JAN. 1916 Lloyd's Register Foundation W841-0189

Insert Character of Ship and Machinery precisely as in the Register Book. If so, to be sent to

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

New starb^d 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^d
NS. 7.15.

W. J. Sw.
6/9/15

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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