

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

(Received at London Office. WED. - 3 NOV. 1915)

Date of writing Report *Sept 24* 1915 When handed in at Local Office *Sept 21* 1915 Port of *Adelaide S. Australia*
 No. in Reg. Book *588* Survey held at *Port Adelaide* Date, First Survey *1874-15* Last Survey *23-9-1915*
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Dunster Castle"* Master *-*
 Tonnage { Gross *105* Vessel built at *Gurston* By whom *Gurston & Sons, Ltd.* When *1909*
 Net *62* Engines made at *Glasgow* By whom *Miller & Co. Ltd.* When *1909*
 Registered Horse Power *31* Boilers, when made (Main) *1909* (Donkey) *-*
 No. of Main Boilers *1* Owners *G. Bell & Co.* Port *Melbourne* Voyage *Coasting*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Attersea Slip*
 Steam Pressure in Main Boilers *130 lb* (State name of Dock.)
 in Donkey Boilers *-*

Last Survey No. *630* Port *Adelaide S. Australia*

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and verbatim 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? also whether any damage report was made, and, if so, by whom? *No damage.*

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

Do. " Donkey " " " *None.*

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined? *See ports 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? *130 lb. gauge.*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *None.*

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? *None.*

, and of the Donkey Boiler? *-*

Did the Surveyor examine all the mountings of the Main Boilers? *Yes.*

, and of the Donkey Boiler? *-*

Has screw shaft now been drawn and examined? *yes* Is it fitted with continuous liner? *yes* or two liners? *-* or is it without liners? *-*

Has shaft now been changed? *no* If so, state reasons *in very good Condition. not required to change.*

Is the shaft now fitted new? *no* Has it a continuous liner? *-* or two liners? *-* or is it without liners? *-*

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? *10 inches.*

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

At Owners Request. I attended to survey the screw shaft and Main Boiler both are for survey. 11-15 under the Rules. Screw shaft was drawn in and examined found to be in good condition, under and down to inch. It was put back without any repairs.

Examined the Boiler inside and outside also in C. Chambers. Found same to be free from corrosion or pitting with a useful thickness of scale on the heating surfaces. Shell light. Stays in water and steam space good. No leaks in any part of Boiler. Examined the mountings, safety valves, and adjusted them under steam to 130 lb. gauge.

Also examined when vessel was on slip the injection valve & flow off cock also the H.P. Piston & Cylinder walls. H.P. Valve. Thrust shaft and rings, main bearings, bottom ends of connecting rods. all of which were found in very good condition.

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. 9,00, B.&M.S. 9,00, or L.M.C. 9,00, 140 lb., F.D., &c.)

Recommend that the Record of B.S. 11-15 present class be entered in Register Book in the case of this vessel.

Survey Fee (per Section 25) *£ 2 : 3 : 0* Fees applied for *Sept 27 1915*
 Special Damage or Repair Fee (if any) *£ :* (per Section 25.)
 Travelling Expenses (if chargeable) *£ :* Received by me, *19*

Committee's Minute *FRI. 5 NOV. 1915*

Assigned *PS 9.15*

Geo H. Gibbon
Surveyor
Lloyd's Register
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Ant. Arnold
Licensed Engineer
 Lloyd's Register
 Foundry
 W914-0061

B.S. dec 11. 15 now held.
Part of the machinery & the screw
Shaft examined.

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 is eligible for
THE RECORD. B.S. 9. 15.
59. 15.

W.D.
3/11/15

The Engines & Boilers were all under Steins and left in good order.

W.D. Minton
Licensed Engineer, Liverpool.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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