

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 1879-15 Last Survey 23-9-1915
on the Machinery of the Wood, Iron or Steel S.S. "Dunster Castle" Master -
 Tonnage { Gross 103 Vessel built at Gurston By whom Gurston & Co. Ltd When 1909 MONTH 11
 Net 62 Engines made at Glasgow By whom Miller & M. 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 Hibernia Slip Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers 130 lb (State name of Dock.)

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.

CHARACTER. (for Special Survey, Date of last Survey and of Periodical Surveys.)	Assigned or not assigned.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 100 A. 1-14</u>	<u>3</u>	<u>L.M.C. 1-14</u>
<u>55 Ad. No. 1-14</u>		<u>T.S. 1, 14</u>

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? All parts 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 and

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 Conditions. 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? to inch.

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, water had 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 tight. 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 and

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. 11-14 present class be retained 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) £ : : : Received by me, 19

Travelling Expenses (if chargeable) £ : : :

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. W. L. H. H. H.
Lloyd's Register
Foundation

B.S. due 11.15 now held.
Part of the machinery & the screw
shaft examined.

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 9.15.
5 9.15.

JWR
3/11/15

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.

The Enquiries & Details have been under Steins and left in good order.

A. J. M. M. M. M.
Licensed Engineer Surveyor

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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