

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

(Received at London Office)

JAN - 2 1941

Date of writing Report 14/11/40 When handed in at Local Office 14/11/40 Port of SYDNEY, N.S.W.

Survey held at SYDNEY, N.S.W. Date, First Survey 12<sup>th</sup> Nov Last Survey 12<sup>th</sup> Nov 1940  
(No. of Visits 1)

83 on the Machinery of the ~~Wood, Iron or Steel~~ M.S. TRIASTER

Gross 6032 Vessel built at Port Glasgow By whom Lithgows Ltd. When 1935.3  
Net 3564 Engines made at Greenock By whom J. G. Kincaid & Co. Ltd. When 1935

Boilers, when made (Main)  (Donkey) 1935

Owners British Phosphate Commissioners Owners' Address Port London Voyage                     

Manager A. G. Gaze, C.B.E. (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. 7563 Port mel mel

Particulars of Examination and Repairs (if any) H.M.C. - C.S.

Special Surveys, when held, must be reported in detail and variation in the terms of the Rules. State clearly 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the name and initials of any letters respecting this case.

Special cases where the Surveyor has not made a special damage report he is required to state whether he has accepted his services for this purpose, and why they were declined.

Special 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?

Do Donkey Boilers?

When not done, state for what reasons?

Which 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?

What is the latest date of internal examination of each boiler?

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

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

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers?  and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers?  and of the Donkey Boilers?

Has the Surveyor examined all the mountings of the Main Boilers?  and of the Donkey Boilers?

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

Has the shaft now been changed?  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?

What is the date of examination of Screw Shaft?  State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

Which engine parts, when referred to by numbers, should be counted from forward?  Is electric light and/or power fitted?

Has the Surveyor examined the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

When the survey is not complete, state what arrangements have been made for its completion and what remains to be done C.S. case.

What has been done for advancement of H.M.C. C.S. :-

AUXILIARY ENGINE - The after port (No 3) auxiliary engine opened out in entirety & all working parts examined - now in good condition throughout.

General Observations, Opinion, and Recommendation: The Machinery of this Vessel, as far as seen, is now in good & efficient condition - eligible to remain as classed with fresh record of H.M.C. C.S. (with date) when the survey has been completed.

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, E.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

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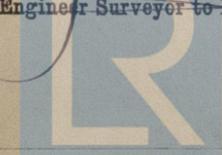
(per Section 29) £ 3:3:0 Fees applied for 13/11/40  
Damage or Repair Fee (if any) £  
Expenses (if chargeable) £

Received by me, 19

Committee's Minute JAN 14 1941

Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W95-0046

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

OIL ENGINE CONTINUOUS SURVEY

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

C. Sadrauer

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

DA

13/1/41.

See also Vol 7600



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