

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

(Received at London Office

6 JAN 1955)

Date of writing Report 22/12/1954 When handed in at Local Office 22/12/1954 Port of SYDNEY. N.S.W.

No. in Survey held at SYDNEY. N.S.W. Date: First Survey 20/10/54 Last Survey 7/12/1954
 Reg. Book 15545 on the Machinery of the Wood Iron or Steel S.S. "RONA" (No. of Visits 10)

Gross 6341 Vessel built at Middlesbro' By whom Sir R. Dixon & Co. Ltd. When 1918 Month 3
 Net 3750 Engines made at Newcastle By whom N.E. Mar. Eng. Co. Ltd. When 1918
 Nominal Horse Power 495MN Boilers, when made (Main) 1918 (Donkey) ---
 No. of Main Boilers 3 Owners Colonial Sugar Ref. Co. Ltd. Owners' Address ---
 No. of Donkey Boilers - Managers --- Port Sydney. N.S.W. Voyage ---
 Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Both - Woolwich Dock Particulars of Classification (which must be inserted
 in Donkey Boilers - (State name of Dock.) --- precisely as in Register Book & Supplements).

Last Report No. --- Port ---

Particulars of Examination and Repairs (if any) Docking, T.S. & B.S.

Periodical Surveys, when held, must be reported in detail and serially 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.

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? Yes

" " " Donkey " " " " CARGO BATTENS NOT FITTED in shelter tanks.

If not, 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? ---

State latest date of internal examination of each boiler P.21.10.54 C.21.10.54 S.20.10.54 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 p.s.i.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? --- To what pressure were they afterwards adjusted under steam? 180 p.s.i.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? ---

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

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? ---

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? ---

Has shaft now been changed? No If so, state reasons --- Has the shaft now fitted been previously used? --- Has it a continuous liner? ---

Is an approved oil retaining appliance fitted at the after end? --- State date of examination of Screw Shaft 29.11.54 State the wear down in the stern bush --- Is electric light and/or power fitted? --- If so, did the Surveyor examine 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? ---

Engine parts, when referred to by numbers should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

NOW DONE: Propeller, outer end of stern bush and outside fastenings of sea connections examined.
 Screwshaft drawn and examined with stern bush.
 The port, centre and starboard boilers, examined internally and externally with mountings and safety valves adjusted under steam as above.

REPAIRS: New key fitted to tailshaft.

BOILER REPAIRS NOW DONE: PORT BOILER:
 Port Furnace: Fracture in front end plate knuckle at top of furnace mouth cut out and welded.
 Centre Furnace: Fracture in front end plate at bottom of furnace mouth cut out and welded.
 Starboard Furnace: Nine landing cracks in back c.c. plate veed and welded, rivets in way renewed.
 Fracture in front end plate knuckle at top of furnace mouth cut out and welded.

Mountings: Valves and seats of safety valves renewed.
 Valves and seats of main and auxiliary feed check valves renewed.
 Gauge glass mountings on forward end of boiler renewed. (Cont. over)

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

CS 3,34,

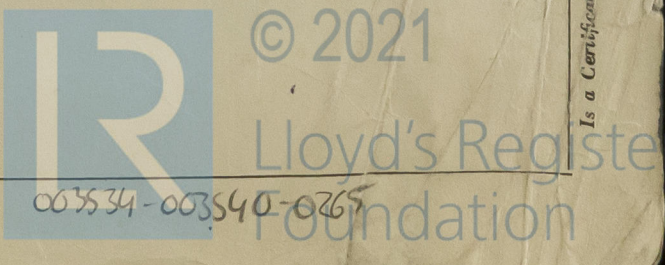
This vessel's machinery, so far as seen, is in good condition and, in our opinion, is eligible to remain as classed and to have records of Boiler Survey 12,54 and Tailshaft seen 11,54.

Survey Fee (per Section 29) B.S. & Rps. £ 50 : --- Fees applied for, 22/12/1954
 Tailshaft survey 8 : ---
 Special Damage or Repair Fee (if any) £ : ---
 Late Attendance (per Section 29.) 6 : --- Received by me, 19
 Travelling expenses (if chargeable) £ 2 : 5 : ---

Committee's Minute ---

Assigned BS 12.54
5.11.54

John Bowell K.T. Fitch R. F. Fay
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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

CENTRE BOILER:

Port Furnace: Fracture in front end plate knuckle at top of furnace mouth cut out and welded.

Centre Furnace: Fractures in front end plate above and below furnace mouth cut out and welded.
Four cracks in back c.c. plate landing veed and welded. Rivets in way renewed.

Starboard Furnace: Four cracks in back c.c. plate landing veed and welded. Rivets in way renewed.

Mountings: Valve seat of main stop valve renewed.
Valves and seats of main and auxiliary feed check valves renewed.
Gauge glass mountings on forward end of boiler renewed.

STARBOARD BOILER:

Port Furnace: Section of back c.c. plate landing cropped and renewed. 6 rivets in way renewed.
Two sections of back tube plate landing cropped and renewed. 11 rivets in way renewed.

Centre Furnace: Two sections of back c.c. plate landing cropped and renewed. 27 rivets in way renewed.
Section of back tube plate landing cropped and renewed. 9 rivets in way renewed.
Fracture in front end plate below furnace mouth cut out and welded.

Starboard Furnace: 5 cracks in back c.c. plate landing veed and welded. Rivets in way renewed.
Section of back tube plate landing cropped and renewed. 7 rivets in way renewed.

Mountings: Valves and seats of safety valves renewed.
Valves and seats of main and auxiliary feed check valves renewed.
Gauge glass mountings on forward end of boiler renewed.