

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

(Received at London Office. FRI. 11 MAY. 1923)

Date of writing Report 7th May 1923 When handed in at Local Office 10th May 1923 Port of Bundee

No. in Survey held at Montrose & Dundee Date, First Survey 12th Feb. Last Survey 5th May 1923
(No. of Visits 16)

on the Machinery of the Wood, Iron or Steel T.S.S. "Doomba" to H.P.S. Weaford. Master

Gross Tonnage 750.06 Vessel built at Renfrew By whom W. Simons & Co Ltd When 1919 MONTH 10

Net Tonnage 368.7 Engines made at Bedford By whom W. H. Allen & Co When 1919

Registered Horse Power 378 Boilers, when made (Main) 1919 (Donkey) ✓

No. of Main Boilers 2 Owners Brisbane Sug & Steamship Co Port London Voyage Brisbane

No. of Donkey Boilers — If Surveyed Afloat ✓ or in Dry Dock Montrose Dock & Dundee Dry Dock

Steam Pressure in Main Boilers 190 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Next Report No. — Port Reclassing

Particulars of Examination and Repairs (if any) L.M.C

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

Where 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

Do. " Donkey " " " ✓

Where this was not done, 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 190 lbs.

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 screw/shaft now been drawn and examined? Yes Is it fitted with continuous liner? ✓ or two liners? Yes or is it without liners? ✓

Has shaft now been changed? No If so, state reasons ✓

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

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? P. 3/32" & 3/32" S. 3/32" & 3/32"

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

Work done. - The cylinders, pistons, slide valves, crank, thrust, tunnel and screw shafts, propellers, sea-cocks & fastenings, condensers, air, circulating, feed and bilge pumps, all auxiliary machinery & steering engine, & pumping arrangements opened out and examined and found in good order.

The main steam pipes examined in position & tested by water pressure to 380 lbs.

The main & auxiliary feed pipes examined in position & tested by water pressure to 400 lbs. & all found satisfactory.

The water tube boilers examined internally (steam & water drums) & externally, tested by water pressure to 335 lbs per square inch and found satisfactory in all respects.

New safety valves have now been fitted to both boilers; these were adjusted under steam, tried for accumulation of pressure with satisfactory results. (At 10 lbs in 7 1/2 minutes. For particulars of new safety valves see attached report. P.T.O.)

General Observations, Opinion, and Recommendation: - The machinery of this vessel is now

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

in good order and eligible in my opinion to be reclassified with record of L.M.C. 5-23, and the notation of screw shafts seen 5-23. The working pressure of the Boilers to be 190 lbs.

Survey Fee (per Section 25) £12.0.0 Fees applied for 10-5-1923

Special Damage or Repair Fee (if any) (per Section 25.) £2.19.0 Registered by me, 1923

Travelling Expenses (if chargeable) £2.19.0

Committee's Minute FRI. 18 MAY 1923

Assigned dmls 5.23 JD. 2 W.T. Bls re

CERTIFICATE ISSUED 18-8-23

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping

009757-009770-00324

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

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

T.S. "Doomba." ex H.M.S. "Wexford"

all auxiliary pumps tried under working conditions found in order
The main engines & boilers have been tried under working conditions
and found satisfactory.

The spare gear has been checked & found in order. A number of additional boiler tubes supplied.

The working pressure of the boilers has been reduced by the
new owners to 190 lbs, as being a more economical pressure.

Thickness of adjusting washes on the new safety valves. -

For Boilers.	after Boilers
P.Y. $3\frac{1}{8}$ " S.V. $3\frac{1}{8}$ "	P.Y. $3\frac{1}{8}$ " S.V. $3\frac{1}{8}$ "

The approved pumping plan is forwarded herewith.

There are now no ballast tanks in this vessel, the compartments
originally used as ballast tanks can only be filled by a
hose from the deck, there being no connections for them to
be pumped or run up.

The above as regards filling also applies to the Reserve
Feed & Fuel Water tanks.

The approved pumping plan is forwarded herewith.

It is requested that a new Classification Certificate be issued, the
original having been handed over to the local Board of Trade
Surgeon.

J. H. Ellis.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Survey now held for reinstatement

N.B. - If this Report is copied by Copying Press, special 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
RECORD.

LMC 5. 23. FD.

235th. (S)

Both
S 5. 23.

2 Water Tube boilers.
HS 6990.

T 6 Cy 13 1/4. 2 1/2" & 3 1/4" - 21"

J. H. Ellis
18/5/23