

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*
 6437 on the Machinery of the *Wood, Iron or Steel* T.S.S. "*Dooma*" *Is H.B.S. Weaford.* Master (No. of Visits *16*)

Gross *750.06* Vessel built at *Renfrew* By whom *W. Simons & Co Ltd* When *1919* 10
 Net *368.7* Engines made at *Bedford* By whom *W. H. Allen & Co* When *1919*
 Registered *378* Boilers, when made (Main) *1919* (Donkey)
 Horse Power *2* Owners *Brisbane Sug & Steamship Co* Port *London* Voyage *Brisbane*
 No. of Main Boilers *—* If Surveyed Afloat *or* in Dry Dock *Montrose dock & Dundee dry dock*
 No. of Donkey Boilers *—* (State name of Dock.)
 Steam Pressure in Main Boilers *190*
 No. in Donkey Boilers *—*

Last Report No. Port *Reclassing*

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

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.

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 " " " *Yes*

Was this 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? *Yes* To what pressure were they afterwards adjusted under steam? *190 lbs.*

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

Did the Surveyor examine the drain plugs of the Main Boilers? *Yes* , and of the Donkey Boiler? *Yes*

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

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

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

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

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*

How 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. (10 10 lbs in 72 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 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 28) £12.0.0 Fees applied for 10-5-1923
 Special Damage or Repair Fee (if any) (per Section 28.) £2.19.0 Referred by me, 1923
 Travelling Expenses (if chargeable) £2.19.0
 Committee's Minute FRI. 18 MAY 1923
 Assigned *L.M.C. 5.23 2D.*
2 W.T. Bls re

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping

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

Dundee.

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

Survey now held for reinstatement

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.

of class

It is submitted that this vessel is eligible for RE-RECORD.

LMC 5. 23. FD.

235th. (S)

Both 5. 23.

2 Water-tube boilers.

HS 6990.

T 6 Cy 13 1/4, 2 1/2, & 34" - 21."

185/103

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

Rpt. 9a.

Port of *Bunde*

Continuation of Report No. 8431 dated 10th May 1923 on the

T.S.S. "Doomba." *See* 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 washers on the new safety valves.—

For Boilers.
P.V. 3 1/8" S.V. 3/8"

after Boilers.
P.V. 3/8" S.V. 3/8"

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 Fuel & Fresh 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 Liverpool.

J. H. Ellis.



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