

Rpt. 9.

WRECK SECTION.

No. 574

No. 4152

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

Date of writing Report 31-8-1950 When handed in at Local Office 31-8-1950 Port of C A P E T O W N.  
No. in Survey held at Cape Town Date, First Survey 29-8-50 Last Survey 30-8-1950  
Reg. Book. 73560 on the Machinery of the Wood, Iron or Steel S. S. "RARANGA" (No. of Visits 2)

Tonnage { Gross 10043 Vessel built at Newcastle By whom Armstrong Whitworth & Co. Year 1916 Month 12  
Net 6430 Engines made at - do - By whom N.E. Marine Eng. Co. Ltd. When 1916  
Nominal Horse Power 967 Boilers, when made (Main) 1916 (Donkey) -  
No. of Main Boilers 58B (S) Owners Shaw Savill & Albion Co. Ltd. Owners' Address -  
No. of Donkey Boilers - Managers - do - Port Southampton Voyage -  
Steam Pressure 220 lbs If Surveyed Afloat or in Dry Dock (State Name of Dock.)  
In Main Boilers In Donkey Boilers

Last Report No. 2199 Port Lyt.  
Particulars of Examination and Repairs (if any) Reported Defects.

(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? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If this was not done, state for what reasons? Boilers not prepared for survey.

And what parts of the Boilers could not be thus thoroughly 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?

State latest date of internal examination of each boiler Present condition of funnel(s)

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

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 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? and of the Donkey Boilers?

Has screw 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 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?

State 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

Engine parts, when referred to by numbers, should be counted from forward. 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?

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

Defects to the Starboard forward boiler were reported and on examination one super-heater element and one plain tube in Port combustion chamber were found to be leaking.

The super-heater element has now been removed and blanked off.

The element fitted in the leaking plain tube removed by burning the element and tube in parts.

A new tube afterwards fitted and the boiler afterwards examined whilst filled with water and found satisfactory.

## 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, etc.; thus, for example, B.S. 9.11, B. & M.S. 9.11, L.M.C. 9.11, or LMC 140 lb., F.D., etc.)  
CS 3.34.

The Machinery of this vessel as now seen is in efficient condition and eligible, in my opinion, to remain as classed in the Register Book.

Survey Fee (per Section 29) £ 5 : 5 : 0  
Special Damage or Repair Fee (if any) (per Section 29.) : :  
Travelling expenses (if chargeable) £ 10 6  
Committee's Minute. FRI. 29 SEP 1950  
Assigned As noted

Fees applied for 30-8-1950  
Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.



*Boiler Repairs*  
*One tube removed*

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

*CDM*  
27.9.50

REPAIR

REPAIR

