

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

(Received at London Office)

24 JUL 1942

Date of writing Report 16/5/42 When handed in at Local Office 16/5/42 Port of Sydney, N.S.W.

No. in Reg. Book 34604 Survey held at Sydney, N.S.W. Date, First Survey 4th May Last Survey 7th May 1942 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel T.S.M.S. WAIWERA

Tonnage Gross 12435 Vessel built at Belfast By whom Harland & Wolff & Year. Month. 1934. 8
 Net 7650 Engines made at Belfast By whom do. When 1934
 Nominal Horse Power 1631 Boilers, when made (Main) (Donkey) 1934
 No. of Main Boilers ✓ Owners Man Savill & Albion Co. Owners' Address (if not already reported in Appendix to Register Book.)
 No. of Donkey Boilers 2 Managers Port Southampton Voyage
 Steam Pressure—✓ in Main Boilers ✓ Surveyed Afloat & in Dry Dock Cockatoo dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 100 lb. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage & LMC C.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 Copy attached to Hull Rpt.

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? ✓" " Donkey " " " " ✓If this was not done, state for what reasons? ✓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? No 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? NoHas 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 P. 5/32 S. 1/8

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

Is electric light and/or power fitted? YesIf 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 C.S. case.

Damage, if any, by enemy action at Colombo 5/4/42 :-
 The Vessel placed in dry dock. Propellers outer end of stern bushes & underwater fittings & fastenings examined. All sea connections opened up & examined - now in good condition.

L.M.C. - C.S. :- An examination made of the following parts -

STARBOARD MAIN ENGINE - No 10 Cylinder, liner, cover, valves, piston & rod crosshead, top end bearings & guides

PORT MAIN ENGINE - No 9 Cylinder, liner, cover, valves, piston & rod crosshead top end bearings & guides.

AUXILIARIES - Starboard Superheater blowers, Port & Starboard { Fresh water coolers
 Lubricating oil coolers
 & Sea Connections as above.

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

The Machinery of this Vessel as far as seen, is now in good & efficient condition eligible in our opinion to remain as classed with record of L.M.C. - C.S. with date when the survey is completed.

Survey Fee (per Section 29) £ 7:7:0 Fees applied for 9/5/1942
 Special Damage or Repair Fee (if any) (per Section 29.) £ :
 Travelling expenses (if chargeable) £ : Received by me, 19

Committee's Minute 181.31 JUL 1942Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1133-0165

Sadruddin

Subsequently torpedoed.

BP

30/7/42



© 2020

Lloyd's Register
Foundation