

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

(Received at London Office 2 JUL 1934)

Date of writing Report 13. 6. 1934 When handed in at Local Office 13. 6. 1934 Port of Bombay.

No. in Reg. Book 3767 Survey held at **Bombay** Date, First Survey 31. 5. 1934 Last Survey 8. 6. 1934 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron or Steel~~ s/s "Waroonga"

Tonnage Gross 2340 Net 1341 Vessel built at **Bristol** By whom **H. Hill & Sons** When 1918. 9

Nominal Horse Power 498 Engines made at **Sunderland** By whom **Richardsons Westgarth & Co. Ltd.** When 1918 (Donkey) ✓

No. of Main Boilers 2 Boilers, when made (Main) 1918 Owners **British India S. N. Co. Ltd.** Owners' Address **Port London** Voyage **Japan**

No. of Donkey Boilers ✓ Managers **Merwether Drydock** (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat & in Dry Dock **Merwether Drydock** (State name of Dock.)

in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) *General examination in accordance with Circular No. 1608*

(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.

Do. " Donkey " Boilers not prepared.

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 ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? 180 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 Boilers? ✓

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? 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? ✓

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 1/16.

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

Vessel in dry dock. Examined propeller, stern bush end and outside fastenings and found all in order. Sea connections opened up and overhauled.

Examined the two water-tube boilers generally and externally and afterwards under steam.

Three fractures in the headers of the starboard boiler in way of the bottom row of tubes cut out and electrically welded. The 3 tubes in way renewed and the boiler hydraulically tested at the working pressure and found tight. The boilers and the machinery were afterwards examined under steam and working conditions and found efficient.

The vessel is proceeding to Japan to be broken up.

## 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, or L.M.C. 9,11, 140 lb., E.D., &c.)

Seen, is in efficient condition and is eligible, in my opinion to remain as classed without fresh record, subject to the vessel proceeding to Japan to be broken up.

Survey Fee (per Section 29) £ 100/-

Special Damage or Repair Fee (if any) £ :

Travelling expenses (if chargeable) £ 5/-

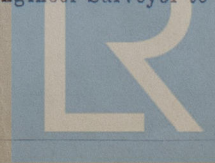
Fees applied for 13. 6. 1934

Received by me, 19

**H. P. Southwell**  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 17 JUL 1934

Assigned Deferred



Lloyd's Register  
Foundation

W663-0131