

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28/8/34 When handed in at Local Office 3/9/34 Port of Glasgow
 No. in Reg. Book 86001 Survey held at Glasgow Date, First Survey 12.6.34 Last Survey 26th August 1934
 on the Wood, Iron or Steel Iron Iron "TAMAROA" (No. of Visits 22)

TONNAGE:— Built at Puffin By whom Harland & Wolff When 1922 MONTH 2
 GROSS 12405 Owners Shaw, Savill & Albion Co. Ltd. Owners' Address
 UNDER DK. 7886 Managers Port belonging to Southampton.
 NET 4393

Surveyed Afloat or in Dry Dock? Yes Name of Dock N.W. Basin & No. 3 Destined Voyage
 WB=Cell/Dor/Da feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 100141 Port London

CHARACTER.	Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
+100-A-1 Shells deck with freeboard 1.34		+L.M.C. 9.31
S.S. No. 2-30		B.S. 9.33
		+Lloyds R.M.C. 1.34
		T.S.(C.L) P.N. 8.33
		S. 8.33.
Fitted for oil fuel 9.26 F.P. above 150° F		

(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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined Yes.
 To Superintendent not required. Was a damage report made by anyone else? If so, by whom? J.B. Cairns & Sons for Underwriters.

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, ALTERATIONS, & PART COMPL. S.S. No. 3.

NO DAMAGE stated to have been sustained on 30th October 1933 through striking submerged object at NAPIER, NEW ZEALAND. (See London Rpt. 99668).

How done:— Vessel placed in dry dock for examination and bottom shell plating & floors on starboard side found set up & indented in places from No. 2 to No. 9 double bottom tanks.

Starboard side
Bottom shell. Plates numbered from forward. B Stakes is starboard stakes.
 5 plates renewed. B.15., C.13., F.6 & 4., G.6.
 6 " renewed, found & refitted. B.14., C.10. 11. 12., D.4., E.10.
 (See sheet 2)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	14	2 (new)		14 (new)				See body of report.
Removed and Fair'd or Repaired	9	12 (new)						
Fair'd or Repaired in place		10		9				

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes.	Copper, or Y.M. of Wood Vessels
Decks <u>good what remain</u>	<u>Yes</u>	<u>good</u>	(State if on Felt). When put on, Month Year
Caulking of Decks <u>to</u>	State if Tanks now tested <u>yes</u>	Dblng. Plates under Sounding Pipes <u>to tank used</u>	Boats
Coamings <u>good</u>	Bulkheads <u>good</u>	Engine Room Skylights <u>good</u>	Masts, Yards, &c. <u>good</u>
Beams & Fastenings <u>good what remain</u>	Ceiling <u>good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>good</u>	Condition, how ascertained <u>from deck</u>
Outside Plating <u>good</u>	Cement or Asphalt (State which) <u>Chm.</u>	Oil Bunkers <u>good</u>	(State if wedges removed)
" " in way of sidelights <u>good what remain</u>	Rudder <u>good</u>	Scuppers <u>good</u>	Sails
Breasthooks <u>good</u>	Steering gear and its connections <u>good</u>	Cargo Hatchways <u>good</u>	Equipment letter <u>97</u>
Transoms <u>good</u>	Windlass <u>good</u>	Hatches <u>good</u>	Anchors, No. of <u>3B. 15.</u>
Frames <u>good</u>	Have Pumps now been examined and found efficient? <u>good</u>	Planking of Wood Vessels <u>good</u>	Cables (State if now ranged) <u>yes</u>
Reverse Frames <u>good</u>	Have Sluice Valves now been examined and found efficient? <u>good</u>	Caulking ditto <u>good</u>	" length <u>330 ft</u> mean diam. <u>2 1/2"</u>
Longitudinals <u>good</u>	Have Watertight Doors now been examined and found efficient? <u>good</u>	Treenails ditto <u>good</u>	" (on board) <u>330 ft</u> size <u>2 1/4"</u>
Transverses <u>good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>good</u>	Breasthooks & Stimson ditto <u>good</u>	Hawser & Warps <u>Sufficient</u>
Floors <u>good</u>		Transoms, Pointers, & Crutches ditto <u>good</u>	Standing and Running Rigging <u>good</u>
Keelsons <u>good</u>		Timbers of Frame at openings ditto <u>good</u>	
Stringers <u>good</u>		Ditto Ditto at other places ditto <u>good</u>	
Inner Bottom Plating <u>good</u>		Stringers, Clamps & Shelves ditto <u>good</u>	
		Sacking (State if examined.) ditto <u>good</u>	

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pND24, &c."

This vessel, to go as now classed, is in efficient condition and eligible, in our opinion, to remain as now classed with fresh record of survey 8.34 and the notation S.S. GLS. No. 3. 8.34 when the survey is completed as stated in the report.

Survey Fee (per Section 29)	£ 25 : 0 : 0
Special Damage or Repair Fee (if any)	£ 18 : 18 : 0
Recalling Expenses (if chargeable)	£ 2 : 2 : 0
Second Survey Fee (if any)	£ 5 : 5 : 0

Fees applied for, 4 SEP 1934
 Received by me, W. J. Pfe & H. Johnson per [Signature]
 Surveyors to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 4 SEP 1934
 Character Assigned Deferred for compl. of S.S. No. 3.
 TUE. 25 SEP 1934
 TUE. 5 FEB 1935
 Lloyd's Register Foundation

Has a survey also been held on the machinery of the ship? If so, is the Report sent to the Registrar?

Certificate required? If so, to be sent to

T.S.S. "TAMAROA"

- 12 floors - cropped and paint renewed.
 9 " - fairied in place.
 1 W.I. floor - cropped & paint renewed.
 2 Tank frames - cropped & paint renewed
 " " " - removed, fairied & refitted
 8 " " - fairied in place.
 2 W.I. frames - fairied in place.
 1 " " - removed, fairied & refitted.
 2 Intercostals - removed, fairied & refitted & shell angles renewed
 2 " - fairied in place & shell angles renewed.
 Margin plate & angle in No 2 Hold - fairied in place.
 2 Main frames " " " " " "
 1 Vertical Stiffener on W.I. floor - removed, fairied & refitted.

Concrete & piping in double bottom tanks removed as necessary for access & afterwards replaced.

All new & disturbed work coated.

Double bottom tanks Nos 2, 3, 4, 5, 6, 7, 8 & 9 tested on completion of repairs & found satisfactory.

Shell plating clear of double bottom has been tested & found satisfactory.

ALTERATIONS.

The Shelter tween decks in way of No 2 hold have been insulated for the carriage of chilled meat & the beams, girders & pillars on the Shelter deck reinforced in accordance with the enclosed approved plan. The side scuttles & ports in the ship's side have been fitted in & have been tested & found satisfactory. The No 6 lower hold & tween decks have been insulated for the carriage of frozen cargo. (See separate plans & insulation report.). Alterations of a minor character have been effected to the deck houses on the Foremast Deck.

The Registered depth has been amended to 31.15.

PART COMPLETION. S.S. No 3. (See London Rpt. 99668).

Work done: - Dues placed in bay dock the bottom & rudded cleaned & examined & found satisfactory & coated. Chain cables changed & examined. Anchors & chain locks examined. Inspection ports cut in insulation in all insulated holds & tween decks, insulation plug, timber boards & steel timbers removed. Engine & Boiler spaces cleared. All double bottom tanks (except No 1) tested by water pressure & examined internally. Fore & after peak tanks tested by water pressure. All holds, bilges & tween decks (except No 3 lower tween deck, No 1 Shelter tween deck & Shelter tween deck in way of midship accommodation) examined. Plating in way of side lights in above spaces examined. Engine & Boiler spaces examined. Lower deck examined. Sail, rig & running rigging examined (See sheet 3) where required.

T.S.S. TAMAROA

Hull Engine & Boilers examined. Striping plates & equivalent found or fitted to standing pipes in parts examined. All the above found or made satisfactory. It was not considered necessary to trial the shell plating at this time.

The following remains to be done to complete the S.S. No. 3.

No. 1 double bottom tank to examine internally & test.

Tunnel & W. Tanks to examine internally & test.

Oil fuel bunkers to examine internally & test.

Skulls & tween decks in way of midship accommodations to examine including plating in way of side lights.

Bridge & Ice spaces to examine.

Weather decks, hatches, casings, ^{ventilators} & etc to examine.

Mast & rigging to examine.

W. Doors & Hand pumps to try.

Windlass & steering gear to examine.

No. 3 lower tween decks & No. 1 Skulls tween decks to examine.

Freeboards to verify.

It is stated that the survey will be completed within the year of grace.

Repairs: Several minor repairs effected.

S.R. list: The indicated plating referred to in S.R. list has been dealt with at this time and it is submitted that be now deleted from list.

No. 2 DAMAGE stated sustained on 22nd August 1934, through striking PRINCESS DOCK WALL, GLASGOW whilst leaving for London.

How done: Shell examined in dry dock & found stem at oval to port side & stem plating badly buckled & fractured.

Steel 8 strake in garboard. Plate numbered from forward.

4 plates - cropped & part renewed. (Port) G.1., J.1 (Starboard) G.1., J.1.

5 " - renewed Port H.1., I.1, K.1. (Starboard) H.1., I.1.

3 " - removed, fairied & refitted. (Port) F.1. (Starboard) F.1., K.1.

Stem bar, upper length, removed, fairied & refitted.

" " lower " , cropped, removed, fairied & refitted and abrically welded at butt.

No. 1 floor. renewed

W. Sheer on fore peak flat - removed, fairied & refitted.

W. Sheer flat stringer plate. fairied in place.

Painting stringers. fairied in place.

" " Sheer cheeks. renewed.

Renovals made as necessary for brass & after wards replaced.

All new & disturbed work cleaned & coated.

For peak tank test, shell clear of tank has tested & found satisfactory.

