

## REPORT of SURVEY for REPAIRS, &amp;c.

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

TONNAGE:— Built at Poland By whom Harland & Wolff When 1922 YEAR. MONTH. 2  
 GROSS 12405 Owners Shaw, Saville & 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/DorDBa 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 Low

(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 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.

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

No DAMAGE stated to have been sustained on 30<sup>th</sup> 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 plate from No. 2 to No. 9 double bottom tanks.

Starboard side  
Bottom shell. Plates numbered from forward. B Strake is garboard strake.  
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)				
Removed and Fair'd or Repaired ... ..	9	12 (New)						See body of report.
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</u>	<u>Yes</u>	<u>Good</u>	(State if on Felt).
Caulking of Decks <u>good</u>	State if Tanks now tested	Dblng. Plates under Sounding Pipes <u>Good</u>	When put on, Month Year
Coamings <u>good</u>	Bulkheads	Engine Room Skylights <u>Good</u>	Boats
Beams & Fastenings <u>good</u>	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c. <u>Good</u>
Outside Plating <u>good</u>	Cement or Asphalt (State which.)	Oil Bunkers	Condition, how ascertained <u>from dock</u>
" " in way of sidelights <u>good</u>	Rudder <u>Good</u>	Scuppers	(State if wedges removed)
Breasthooks <u>good</u>	Steering gear and its connections	Cargo Hatchways <u>Good</u>	Sails
Transoms <u>good</u>	Windlass	Hatches <u>Good</u>	Equipment letter <u>97</u>
Frames <u>good</u>	Have Pumps now been examined and found efficient?	Planking of Wood Vessels	Anchors, No. of <u>38. 15.</u>
Reverse Frames <u>good</u>	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Cables (State if now ranged) <u>Yes</u>
Longitudinals	Have Watertight Doors now been examined and found efficient?	Treenails ditto	" length <u>330 ft</u> mean diam. <u>2 3/4</u>
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson ditto	" (on board) <u>330 ft</u> size <u>2 3/4</u>
Floors <u>good</u>		Transoms, Pointers, & Crutches ditto	Hawser & Warps <u>Sufficient</u>
Keelsons <u>good</u>		Timbers of Frame at openings ditto	Standing and Running Rigging <u>Good</u>
Stringers <u>good</u>		Ditto Ditto at other places ditto	
Inner Bottom Plating <u>good</u>		Stringers, Clamps & Shelves ditto	
		Sarking ditto	
		(State if examined.)	

## General Observations, Opinion as to Class, Recommendation, &amp;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 ptnD24, &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	Fees applied for, <u>4 SEP 1934</u>
Special Damage or Repair Fee (if any) ... ..	£ 18 : 18 : 0	Received by me, <u>W. J. Pyle &amp; H. Johnson per R.M.</u>
Traveling Expenses (if chargeable) ... ..	£ 2 : 2 : 0	
Second Survey Fee (if any) ... ..	£ 5 : 5 : 0	

Committee's Minute GLASGOW 4 SEP 1934  
 Character Assigned Deferred for compl. of S.S. No. 3.

Surveyor to Lloyd's Register of Shipping.

TUE. 25 SEP 1934  
 TUE. 5 FEB 1935

Lloyd's Register Foundation

003867-003874-01573



## T.S.S. "TAMAROA"

12 floors - cropped and paint renewed.

9 " - painted in place.

1 W.H. floor - cropped &amp; paint renewed.

2 Tank frames - cropped &amp; paint renewed.

" " " - removed, painted &amp; refitted.

8 " " - painted in place.

2 W.H. frames - painted in place.

1 " " - removed, painted &amp; refitted.

2 Intercoastals - removed, painted &amp; refitted &amp; shell angles renewed.

2 " " - painted in place &amp; shell angles renewed.

Margin plate &amp; angle in No 2 hold - painted in place.

2 Main frames " " " " " " " " " " " "

1 Vertical stiffener on W.H. floor - removed, painted &amp; refitted.

Grout & 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 Promenade Deck.

The Registered depth has been amended to 31.15.

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

Now done: - Dues placed in dry dock the bottom & rudder cleared & examined & found satisfactory & coated. Chain cables ranged & examined. Anchors & chain locks examined. Inspection ports cut in insulation in all insulated holds & tween decks, insulation plugs, timber boards & steel linings 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 decks, No 1 Shelter tween decks & Shelter tween decks in way of midship accommodation) examined. Plating in way of side lights in above spaces examined. Engine & Boiler spaces examined. Lower decks examined. Sail, air & working pipes examined where exposed. (See sheet 3)



## T.S.S. 'TAMARON'

Hull & Engine & Boilers examined. Striking plates & equivalent found or fitted to standing pipes in parts examined. All the above found or made satisfactory. It was not considered necessary to drill 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.

Funnel & W. Tanks to examine internally & test.

Oil fuel bunkers to examine internally & test.

Sketches taken decks in way of midship accommodations to examine including plating in way of side lights.

Bridge & Ice spaces to examine.

Weather decks, hatches, casings, <sup>ventilators</sup> &c to examine.

Mast & rigging to examine.

W. Doors & Hand pumps to try.

Windlass & steering gear to examine.

No 3 lower twin decks & No 1 Skutter twin decks to examine.

Freeboard 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 indentured plating referred to in S.R. list has been dealt with at this time and it is submitted this be now deleted from list.

No 2 DAMAGE stated sustained on 22<sup>nd</sup> August 1934, through striking PRINCE'S DOCK WALL, GLASGOW whilst leaving for London.

How done: Vessel examined in dry dock & found stem at bow 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 <sup>deliberately</sup> welded at butt.

No. 1 floor. renewed

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

W. Shear flat stringer plate. fairied in place.

Painting stringers. fairied in place.

" " Shear cheeks. renewed.

Renovals made as necessary for keels & after wards replaced.

All new & disturbed work cleaned & coated.

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