

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

(Received at London Office

-5 SEP 1934

Date of writing Report 19 When handed in at Local Office 4/9/34 Port of GLASGOW

No. in Reg. Book. 86001 Survey held at Glasgow Date, First Survey 3.8.34 Last Survey 24.8.1934 (No. of Visits 7)

on the Machinery of the Wood, Iron or Steel T.S.S. "TAMAROA"

Tonnage Gross 12354 Net 7808 Vessel built at Belfast By whom Harland & Wolff Ld. When 1922-2 mo

Nominal Horse Power 1834 Engines made at Belfast By whom Harland & Wolff Ld. When 1922

No. of Main Boilers 403 Boilers, when made (Main) 1922 (Donkey) ✓

No. of Donkey Boilers 1 Owners Shaw Savill & Albion Co. Ld. Owners' Address (if not already recorded in Appendix to Register Book.) Port Southampton Voyage

Steam Pressure in Main Boilers 218 Managers If Surveyed Afloat or in Dry Dock Coan & De & Harland & Wolff Basin. (State name of Dock.)

in Donkey Boilers ✓

Last Report No. Port

Particulars of Examination and Repairs (if any) DOCKING &amp; DAMAGE

(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 Not required.

Was a damage report made by anyone else? If so, by whom? J B Cousins Son for underwriters

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Donkey " Boiler Survey part held.

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? ✓

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 5 3/8 P 3/4"

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

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

Main Boiler safety valves to be adjusted under steam; Starboard H.P. Turbine pumping arrangement & Condenser to be examined. The vessel has proceeded to London, where the survey will be advanced. See London Report 100, 141. London Surveyors have been advised.

NOW DONE:- Vessel placed in dry dock. Propeller, after end of stern tube, sea cocks and valves with their outside fastenings examined. Found good. Starboard Main Reduction Bearing Examined. Found good.

DAMAGE:- Stated to have been sustained on 30<sup>th</sup> October 1933 through striking submerged object at Napier, New Zealand.

Starboard Main Engine Main Wheel & 2<sup>nd</sup> Reduction Pinions broken and dressed up fair. Thrust & Tunnel Shafting set fair and coupled up in alignment.

General Observations, Opinion, and Recommendation:- The machinery of this vessel so far

(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., F.D., &c.)

is now seen, is in safe working condition, and eligible, in my opinion, to remain as classed, and to have Fresh Record + L.M.C. 9.33, and B.S. 3.34, when the respective surveys are completed.

Survey Fee (per Section 29) £ : : Fees applied for 4 SEP 1934

Special Damage or Repair Fee (if any) (per Section 29) £ 3 : 3 - Received by me, 13.9.34

Travelling expenses (if chargeable) £ : :

Committee's Minute GLASGOW 4 SEP 1934

Assigned Deferred.

TUE. 25 SEP 1934

TUE. 5 FEB 1935

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003867-003874-0158

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to