

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

No. 90,519

(Received at London Office 24 SEP. 1926)

Date of writing Report 22 Sept 1926 When handed in at Local Office 24 SEP. 1926 Port of London

No. in Sup Survey held at London Date, First Survey 22nd June Last Survey 8 Sept. 1926

Reg. Book. 1109 on the Machinery of the Wood, Iron or Steel J. S. S. "Tamaroa" ex "Sophocles" (No. of Visits Seven)

Tonnage { Gross 12354 Vessel built at Belfast By whom Harland & Wolff Ltd When 1922-2
 Net 7362 Engines made at do. By whom do When 1922

Nominal Horse Power { 1334 Boilers, when made (Main) 1922 (Donkey) -

No. of Main Boilers 4 DB Owners G. Thompson & Co Ltd Owners' Address Port Aberdeen Voyage New Zealand
 No. of Donkey Boilers 1 SB Managers - (if not already recorded in Appendix to Register Book)

Steam Pressure in Main Boilers 215 If Surveyed Afloat in Dry Dock R.A.D. (State name of Dock.)

in Donkey Boilers -

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Oil Fuel & L.M.C.

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

CHARACTER, Date of last Survey and of Periodical Surveys.	Years Added now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+10091 Shelter Dk with No. 1-26		+LMC 2-22 TS(2) 3-25 +LL0405 P19C 1-26

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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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? Yes

Do. " Donkey " " " " -

Was this not done, state for what reasons? -

What parts of the Boilers could not be thus thoroughly examined? -

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? -

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 215 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? Yes, and of the Donkey Boiler? -

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? Yes, and of the Donkey Boiler? -

Was 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? -

Was shaft now been changed? - If so, state reasons -

Was the shaft now fitted new? - 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? P. 5/32 S. 9/32

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

Vessel placed in dry dock Propellers outside fastenings & all sea connections examined.

Comps { Port HP & LP turbines rotors lifted cleaned & examined, also gears examined
 M.C. { Port & Stk. condensers, air & circulating pumps & Port thrust shaft examined
 B.S. { Main boilers examined in their entirety & safety valves adjusted under steam as above, accumulation test satisfactory.

The Todd oil fuel system of oil burning has now been installed. Double bottom tanks Nos 3, 4, 5, 6 & 7 & Side bunkers are now fitted for carrying Oil Fuel & have been fitted with steam heating coils round the sections. All oilfuel pressure, suction & heating pipes have been tested by hydraulic pressure after assembly. The overflow pipe from the filling system is led to a gutterway on tank top. PTO

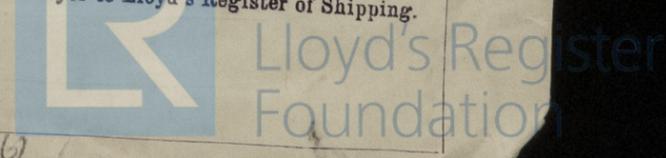
General Observations, Opinion, and Recommendation:—
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

The machinery of this vessel is eligible to remain as classed & to have record of survey + LMC 1-26 as recommended see Lon sp: 989717 also BS 9-26, and fitted for Oil Fuel 9-26 F.P. above 150°F

Survey Fee (per Section 25) (BS).....	£ 10. 0. 0	Fees applied for
Alteration.....	10 10 0	4 00 10 26
Total Damage or Repair Fee (if any) (per Section 25.).....	£ :	
Colling Expenses (if chargeable).....	£ :	

Received by me, 23-10-26 Charles J. Hunter & David J. Collins Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 1 OCT 1926
 signed Thome 1-26
BS. 9-26
fitted for oil fuel 9-26
F.P. above 150°F



003567-003574-0162

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

If a certificate required? If so, to be sent to

S.P. 1. due 2.26. Butts told 1.26
completed B.S. again told
the fuel burning not installed

It is submitted that
this vessel is eligible for
THE RECORD. + L. M.C. 1.26.

Fitted full fuel 9.26.
F.P. above 150%

H.
30/9/26

Cont^d

Fire extinguishing arrangements have been made & tested upon completion

The side bunker suction, transfer & unit pump steam supply & the fire extinguishing arrangements are controlled from the deck

The Installation is fitted as shown on plans & in accordance with Section 35 of the Rules 1925-1926.

C. H.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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