

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

(Received at London Office)

JAN - 1 1941

Date of writing Report 27. 11. 1940 When handed in at Local Office 27. 11. 1940 Port of Piraeus

No. in Survey held at Piraeus Date, First Survey 14. 11. 40 Last Survey 25. 11. 1940
(No. of Visits - 5 -)

4746 on the Machinery of the Wood, Iron or Steel SC. TAMAI

Gross 1545 Vessel built at Sunderland By whom J. Blumer & Co. When 1907
Net 1222 Engines made at do. By whom K. E. Marine Eng. Co. Ltd. When 1907

Nominal Horse Power 214 965 Boilers, when made (Main) 1907 (Donkey)

No. of Main Boilers 25B Owners S. Synochinos Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 190 Managers Synochinos Bros. Port Piraeus Voyage

If Surveyed Afloat or in Dry Dock Piraeus No 2 D. DK Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ✓

Last Report No. Port Docking

Particulars of Examination and Repairs (if any) T.S. & B.S.

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.

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? Yes

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " " " "

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 Port & Starboard 14/11/40 Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 190 lbs. 15"

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 Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? Yes. 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? Yes.

Has shaft now been changed? No. If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft 14/11/40 State the distance between bearing metal of stern bush and top of after bearing of screw shaft 6 1/2 in.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

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

How done: Vessel placed in dry dock, propeller & all outside fastenings examined.

Screw shaft drawn placed in lathe, & lightly machined in way stern bush bearing surface & packing.

Stern bush white-metal renewed, bedderal gland overhauled & C.I. bearing-ring on stern tube flange renewed.

NOTE:- The screw shaft still remains somewhat pitted in way of the stern bush bearing surface, but pitting is not sufficiently deep to effect the strength of the shaft. (P.T.O.)

General Observations, Opinion, and Recommendation:- The machinery of this vessel (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.S.M.S. 9, 11, & L.M.C. 9, 11, or any other classification, &c.)

as now seen, is in good & safe working condition & eligible in our opinions to remain as now classed, & to have fresh record of B.S. 11, 40 & fresh notation of T.S. O.G. 11, 40.

Survey Fee (per Section 29) BS & TS £ 15: 0: 0 Fees applied for 27. 11. 1940

Special Damage or Repair Fee (if any) (per Section 29.) £ : Received by me, ✓

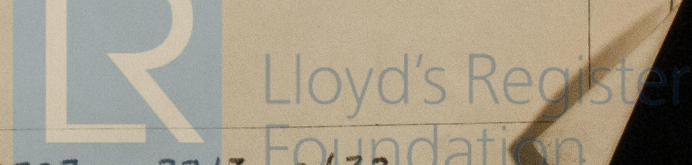
Travelling expenses (if chargeable) £ : 19

Committee's Minute THURS. 16 JAN 1941

Assigned BS 11. 40

007797-007713 0133

R. Waples & P. A. Parissis
Engineer Surveyors to Lloyd's Register of Shipping.



S.S. TANAIISB.S.

How done :- Port & starboard main boilers examined internally & externally together with doors mountings & fastenings. Safety valves adjusted under steam as above.

Boiler repairs :- Front end plates of the port & starboard boilers built up E.W. internally, in way of wastage below centre furnaces.

RM + D.A.P.



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At. due 8.40 Hkd
Iron end plates repaired
T.S. examined & fastenings repaired

It is submitted that
this vessel is eligible for
THE RECORD.

By 11.40

S. 11.40

Ham

13.1.41



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