

Rpt. 9

Date of writing report 8/12/55
Survey held at SYDNEY. N.S.W.Received London 20 DEC 1955
No. of visits 32Port SYDNEY. N.S.W. No.
First date 14/6/55 Last date 6/12/55

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 29450 Name S.S. "TAROONA"
Owners Tasmanian Steamers Pty. Ltd. Managers ---
Engines made 1935 By A. Stephen & Sons Ltd.
No. of Main Engines --- No. of Screws ---
No. of Main Boilers 3 W.P. 430 lb.
No. of Aux./Donkey Boilers --- W.P. ---
Surveyed Afloat or in Dry Dock Both
Nature of Survey Special Survey & s.p.s.
Was Damage Report issued? Int. Cert.? Yes
Last Report (For Head Office only)

Gross tons 4234 Date of build 1935-1
Port of Registry Melbourne
Type 6 Steam Turbines SR geared

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100 A1	LMC 8,50
with freeboard 3,55 Mel.	BS 8,54
S.S. Syd. 9,51	TS(P) 7,54 CL
	TS(S) New CL
Fitted for oil fuel 1,35 F.P. above 150°F.	

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes P. 1/16" S 1/8" Oil Glands Sea Connections Good

Fastenings Good Has Screwshaft/Tubeshaft been drawn? No Date of Examination --- Has Shaft been changed? ---

Has Shaft now fitted been previously used? --- Has Shaft now examined/fitted a continuous liner? --- Approved oil gland? ---

MAIN ENGINES (Recip. Steam or LC.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides { Side
Centre

4 Crankpins & Bearings { Side
Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts Good

I.P. astern nozzle plate †

H.P. ahead nozzle plate

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING Good

23 THRUST BLOCKS, SHAFTS & BEARINGS Good

24 INTERMEDIATE SHAFTS & BEARINGS Good

25 HOLDING DOWN BOLTS & CHOCKS Good, Tested

26 CONDENSERS (MAIN & AUX.)

27 STEAM REHEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES Good

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS In our opinion, this ship's machinery, as far as seen, is in good condition, eligible to remain as classed and to have record of LMC 11,55 and s.p.s. 11,55 made in the Register Book subject to the starboard H.P. ahead and port I.P. astern main engine nozzle plates being specially examined by 12,57 (2 years limit).

Date of Committee

Decision

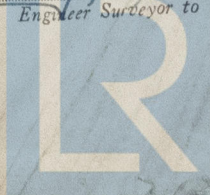
THURSDAY 19 JAN 1956
+ LMC 12.55 subject
epo 12.55

R. F. Fry, R. F. Storie, B. P. Fielden
Engineer Surveyor to Lloyd's Register of Shipping

RPT. 9-J. & O'S.-3000-PRINTED IN AUSTRALIA

CERTIFICATE WRITTEN.

R. F. Fry



Lloyd's Register
Foundation

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32 Essential Independent Pumps (Identify by position) All - Good

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes

35 Fresh Water Coolers

36 Lub. Oil Coolers Good, Tested

37 Heaters (state service) All Feed Heaters - Good
All O.F. Heaters - Good

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices - Main

40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators Good - L.P. Tested

43 Have Evaporator Safety Valves been tested under steam? Yes

44 Steering Machinery Good

45 Windlass Good

46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) All - Good

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	AUXILIARY EQUIPMENT	
Generators		Generators & Governors	3x200 Kws & 1x30 Kws Good
Exciters		Motors	Good
Air Coolers		Switchboards & Fittings	Good
Motors		Circuit Breakers	Good
Air Coolers		Cables	Good
Control Gear, Cables, etc.		Insulation Resistance	Good
Insulation Resistance		Steering Gear Generators and Motors	Good
Insulating Oil Test		Navigation Light Indicators	Good
Overspeed Governors			
Magnetic Couplings			
Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Port 10/10/55, Starboard 6/10/55

AUXILIARY, DONKEY or PRESS

Forward 12/10/55

Superheaters Good
Safety Valves Good
Mountings, Doors & Fastenings Good
Safety Valves Adjusted to { Sat. 430 p.s.i.
Spt. 415 p.s.i.
Boiler Securing Arrangements Good

Main Economisers

Exhaust Gas Heated Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Steel - Good

Auxiliary (over 3 in. bore) Steel - Good

Were Copper Pipes annealed?

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

S.R. LIST NO. 139: "Blading in starbd. L.P. turbine to be dealt with at next S.S."
starbd. L.P. turbine rotor now sleeved and rebladed to 5th expansion ahead.

"Superheater drum on starbd. boiler to be renewed at earliest opportunity and superheater drums of all boilers to be specially examined at next B.S." Superheater drums, tubes, doors and fastenings now renewed in all boilers.

The aforesaid items are now considered to be in good condition and their deletion from the S.R. List is recommended.

"L.M.C. 8, 54 on completion". A Complete Survey of machinery has been carried out at this time.

REPAIRS, WEAR & TEAR:-

Boilers: Tubes wasted internally or distorted and now renewed in all boilers as follows. 17 row drums completely retubed, 5 row drums completely retubed, furnace rows of 4 row drums retubed and all air preheaters retubed. On completion of repairs all boilers tested by hydraulic pressure to 500 p.s.i. and found to be sound and tight.

Survey fees M.S. & Rps. £150. 0. 0
B.S. & Rps. 50. 0. 0
Electrical 40. 0. 0
Sunday Attend. 7. 0. 0

8/12/55

Rpt. 9a.

Port of SYDNEY. N.S.W.

Continuation of Report No.

dated

8/12/55

on the

T.S.S. "TAROONA" (Repairs, Wear & Tear):

Boilers (Cont.): Superheater drums fractured between tube landings and securing pin holes for baffles and all drums now renewed. New drums, doors and fastenings supplied with covering Glasgow Certificates No. C8092 and No. C12718 and for identification purposes marked PORT BOILER J3286, Lloyd's Test Gls, 695 lbs, J.C.M. 3.9.54. STARBOARD BOILER J3118, Lloyd's Test 695 lbs, J.C.M. 29.3.54. FORWARD BOILER J3286, Lloyd's Test Gls, 695 lbs, J.C.M., 20.9.54. Superheater tubes supplied found to be defective whilst being worked into drums and a new set of replacements now fitted; Superheaters tested independently by hydraulic pressure to 630 p.s.i. on completion and found to be sound and tight.

All saturated steam safety valves corroded below waste steam outlets and now built up with E.W. and stress relieved.

Covers for all water isolating valves to feed control robots corroded externally and now renewed.

All boiler mountings overhauled and minor repairs carried out as found necessary.

MAIN TURBINES:

Starboard I.P.: Astern nozzle plate casting fractured in several places and now renewed. Centre strengthening rib of cast iron bottom half casing fractured between ahead and astern steam belts and now repaired with tie plates secured by fitted bolts. Starboard L.P.: Rotor wasted at roots of ahead blading (brass) and now turned down to 5th expansion between rows Nos. 11 and 12 ahead, sleeved and rebladed in stainless iron. This repair carried out in accordance with drawing No. MJ233 and material specifications previously approved for an identical repair to the port L.P. turbine. Refer London Letter dated 19.4.51 reference Eng. Dept. Casing blading renewed in stainless iron to 9th expansion 15 rows ahead. On completion of full power trials the turbine opened out, rotor sleeve examined and hammer tested and found in good condition.

Port H.P.: Ahead nozzle plate casting fractured in several places and now renewed. Port I.P.: The three strengthening ribs of cast iron bottom half casing fractured between ahead and astern steam belts and now repaired with tie plates secured by fitted bolts.

Port L.P.: Rotor blading (brass) renewed in stainless iron to 6th expansion 12 rows ahead and casing blading (brass) renewed in stainless iron to 9th expansion 15 rows ahead at Owners request. 6 exhaust trunk stays wasted and now renewed.

All Main Turbine, ahead and astern dummy and gland labyrinths renewed. All rotor bearings remetalled and all rotors dynamically balanced on completion of repairs. Casing bolts renewed as necessary and turbine alignment checked.

Port Main Gear Wheel bearings remetalled.

Main Condensers: Cast iron water boxes wasted and all renewed.

Auxiliary Turbo Generators: Spare re-conditioned rotor fitted to port engine. All gear case bearings remetalled.

Auxiliary Condensers: Bottom plating of fabricated shells wasted internally and now sheathed as necessary. All cast iron water boxes wasted and now renewed. All condensers retubed and tested.

Main Engine Lub. Oil Coolers: Cast iron water ends wasted and all renewed.

BY. N.S.W. Continuation of Report No. dated 8/12/55 on the

CONA"

heater: Tubes wasted and now completely renewed. Tube next tested to on completion and found to be sound and tight.

ator: Coil header fractured between several coil holes and casting now take false coil plate secured by studs and nuts. On completion of repair tested to 150 p.s.i. and casing to 30 p.s.i. and all found sound and tight.

ns: Port aft main engine circulating water pump injection valve chest

starboard main condenser overboard discharge valve chest wasted and now renewed.

ndlass: Pinion and main wheel worn and now renewed.

ssential Pumps: Mino. repairs only carried out as found necessary.

Deferred Repairs, Wear and Tear: The starboard H.P. and port I.P. turbine nozzle plates found fractured in several places in way of cast in vanes. It is recommended that these nozzle plates be specially examined by 12,57 (2 yrs. limit) being considered efficient meantime.

R 7.7



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