

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

(Received at London Office)

Date of writing Report 26-11-52 When handed in at Local Office 26-11-52 Port of Melbourne 15 DEC 1952

No. in Reg. Book 78887 Survey held at Melbourne Date: First Survey 12-8-52 Last Survey 10-11-52 1952  
(No. of Visits 6)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "TAROONA"

Tonnage { Gross 4234 Vessel built at GLASGOW By whom A. STEPHEN & SONS LTD. When 1935 Month 1  
Net 1772 Engines made at GLASGOW By whom A. STEPHEN & SONS LTD. When 1935

Nominal Horse Power { 1578MN Boilers, when made (Main) 1935 (Donkey) -

No. of Main Boilers 3WT Owners TASMANIAN STEAMERS PTY. LTD. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers -do- Port MELBOURNE Voyage -

Steam Pressure in Main Boilers 430 lb (sp. 415 lb) 1 Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers - Last Report No. 12097 Port Mel

Particulars of Examination and Repairs (if any) Boiler Repairs.  
(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 of 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.) London letter 4/11/52 (Classn S)

CHARACTER Date of Special Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1</u>		<u>+LMC 8,50</u>
<u>with freeboard</u>		<u>BS 45A 8,52</u>
<u>1951 7,52</u>		<u>TS 7,50 CL</u>
<u>ssSyd. -9,51</u>		<u>(p) 9,51</u>
<u>Fitted for oil fuel</u>		<u>WTB</u>
		<u>135 F.P. above 150°F</u>

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? -

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

Do the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

If not, 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? -

State latest date of internal examination of each boiler - Present condition of funnel(s) -

Did the Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? 430, 415 lbs

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - 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 Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? - Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush - Is electric light and/or power fitted? - If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

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 Temporary repairs to superheater drum of starboard boiler to be examined by the end of December 1952 and repaired superheater drum being renewed at the earliest opportunity.

All tubes in low row in way of stud holes removed and magnetic crack detection methods employed to ascertain the extent of the fractures in superheater drum.

In three instances, the fracture in tube holes extended through full thickness of shell plate. The tube holes in question were tapped and screwed plugs fitted. The stud holes above tube holes were enlarged, drilled thro full thickness of plate, tapped and plugs fitted which interlocked with the plug fitted in tube holes.

The remainder of the tube holes have been fitted with blind tubes, expanded and bell mouthed, also stud holes immediately above have been enlarged, tapped and new studs fitted. The enlarging of stud holes has removed fractures at top of holes, which were apparent at the initial inspection.

On completion of repairs, the drum was subjected to a hydraulic test of 600 lbs/ sq." and found tight. The boiler later examined under steam and found satisfactory and safety valves adjusted See over..

General Observations, Opinion, and Recommendation:— This vessel's machinery as now seen is in good condition (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, +L.M.C. 9,11, or +LMC 140 lb., F.D., &c.) CS 3,34 eligible in my opinion to remain as classed and to have record of B.S. 7,52 made in the Register Book, subject to temporary repairs to superheater drum of starboard boiler being examined by the end of December 1952 and repaired superheater drum being renewed at the earliest opportunity.

Survey Fee (per Section 29) £ 12 : 12 : 0 Fees applied for, 11/11/52  
Special Damage or Repair Fee (if any) £ : : :  
(per Section 29.)  
Travelling expenses (if chargeable) £ 2 : 8 : 0 Received by me, 19

Committee's Minute TUES. 20 JAN 1953  
Assigned See Mel 12178  
Engineer Surveyor to Lloyd's Register of Shipping.

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50 DEC 1952



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

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

Rpt to LHM 22.12.52

Ret 1/12

(Cont'd.)

as above.

Refer to London letter dated 4-11-52, reference Classn (S) and Melbourne letter with enclosures dated 13-11-52.



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