

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

Received at London Office 18 OCT 1951

Date of writing Report 8/10/1951 When handed in at Local Office 8/10/1951

Port of SYDNEY N.S.W.

No. in Reg. Book 3206 Survey held at SYDNEY N.S.W. Date: First Survey 20/6/51 Last Survey 28/9/1951 (No. of Visits 16)

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

Tonnage { Gross 4297 Net 1804 Nominal Horse Power 1578

Vessel built at Glasgow By whom A. Stephen & Sons Ltd., When 1935

Engines made at Glasgow By whom do When 1935

Boilers, when made (Main) 1935 (Donkey) ---

No. of Main Boilers 3 Owners Tasmanian Steamers Pty. Ltd., Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers --- Managers --- Port Melbourne Voyage

Steam Pressure 430lb in Main Boilers

in Donkey Boilers ---

If Surveyed Afloat or in Dry Dock Both Woolwich (State name of Dock.)

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

Last Report No. Port Comple M.S. B.S.

Particulars of Examination and Repairs (if any) Both Woolwich & Port TS

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).

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

as 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

" " Donkey " " "

this was not done, state for what reasons?

what parts of the Boilers could not thus be thoroughly examined?

so 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?

the latest date of internal examination of each boiler F.3/8/51 P.3/8/51 S.12/7/51

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? 430lbs
did the Surveyor examine the Safety Valves of Donkey Boiler?	To what pressure were they afterwards adjusted under steam? Spt. 415 lbs.
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?
was screw shaft now been drawn and examined? port yes	Is it fitted with continuous liner? yes
Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?	
Is 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?
the date of examination of Screw Shaft 22/9/51	State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P. close fit

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

Is electric light and/or power fitted? yes

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

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

the vessel in Dry Dock - Propellers, outer ends of stern bushes and sea connections with their fastenings, Port tail shaft drawn and examined.

the starboard main engine turbines, gears, couplings condenser thrust and intermediate shafts with bearings, port and starboard air ejectors opened out and examined, condenser tested.

the starboard main and the stand by feed pumps, H.P. I.P. and L.P. feed heaters, starboard auxiliary extraction pump opened out and examined feed heaters tested from feed side.

valves, cocks, strainers, and pipes of the pumping arrangements examined internally and externally.

the Boilers and superheaters examined internally and externally. All mountings opened up and examined, safety valves adjusted under steam as above.

all main steam pipes and selected auxiliary pipes to essential services tested by hydraulic pressure

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 L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

CS 3.34

This vessel's machinery, so far as seen, is in good condition and, in my opinion, is eligible to remain as classed and to have record of LMC-MS 8.50. B.S. 9.51 and Port Tail Shaft seen 9.51

the record of LMC being subject to the Port L.P. turbine rotor being specially examined by the end of December, 1951 (3 months limit).

Survey Fee (per Section 29) £55 : 0 : 0

Boiler Survey 30 5 0

Special Damage or Repair Fee (if any) £ 3 15 0

Electrical Installation. 28 0 0

Travelling expenses (if chargeable) £ 5 5 0

Site attendance

Committee's Minute

THU 8 NOV 1951

Assigned

Fees applied for, 3/10/1951

Received by me, 19

Signature of Engineer Surveyor to Lloyd's Register of Shipping

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to 860 lbs per sq. inch, selected lengths examined internally.

Oil fuel pumps transfer and pressure (opened up) and the oil burning and fire smothering installations including the valves, tanks, pipes and deck control gear and these installations tested under working conditions.

Electrical installation examined and tested in accordance with the Rules.

IN S.R. LIST NO 113.

"M.S. 8,50 on Completion" - now completed as above. "Ex. starboard L.P. Turbine by 6,52" - now examined and one row of blading removed from both rotor and casing at H.P. end, ^{THESE} rotor and casing grooves machined to give fair surfaces. "Reblade port L.P. turbine by 8,51" - Port L.P. turbine sleeved as per plan approved at London 18th April, 1951 and Eng. Department Air letter dated 19th April, 1951. Material 19.64 tons per sq. inch yield, 34.2 ultimate tensile and 30% elongation. Casing bored from H.P. end except last four (4) expansions and all blading renewed with the exception of these last four expansions.

Repairs due to wear and tear.

Starboard main feed pump turbine rotor and intermediate steam stop valves of both main feed pumps renewed. Port side main circulating discharge valve and auxiliary inlet valve renewed.

Port after boiler 71 tubes renewed in top row of 17 row drum.

Forward Boiler 1 tube renewed in fire row of 4 row drum.

Port stern bush rewooded.

Starboard auxiliary extraction pump water end renewed.

----- J. H. L. Bink.



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