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ate of writing Report 10-9- 19 48 When handed in at Local Office 10-9- 19 48

Port of MELBOURNE

No. in  
eg. Book

Survey held at Melbourne Date: First Survey 22nd July 48 Last Survey 10th August 1948  
(No. of Visits 5)

No.	Tonnage	Description	Material	By whom	When built
76975	Gross 4297	Vessel built at Glasgow	on the Machinery of the Wood, Iron or Steel	A. Stephen & Son	1935-1

( Net 1549 Engines made at 1935 By whom Donkey  
 Nominal 1578 Boilers when made (Main) 1935 (Donkey) —

307. Owners Tamiami Steamer No. 20. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers — — — — —  
 Steam Pressure — — — — —  
 Main Boilers — — — — —  
 4 30 00  
 Managers — — — — —  
 If Surrounded Afloat or in Dry Dock Afloat & Submerged  
 Port Melbourne Voyage  
 Particulars of Classification (which must be inserted)

	(State name of Dock.)	CHARACTER. * for Special Survey	Years assigned	Machinery and Boiler Surveys
in Main Boilers				
in Donkey Boilers				

last Report No. ....	Port .....	Date of last Survey and of Periodical Surveys. ....	expired. ....	(including date of N.B., if any) .....
of Examination and Repairs (if any) <i>Machinery repairs, B-S &amp; port tailshaft</i>		<i>1904</i>	<i>1</i>	<i>1</i>

Periodical Surveys, when held, must be reported in detail and serialim 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).

On 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

Donkey "

f this was not done, state for what reasons? ☒

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

what special means, in the absence of internal examination, were adopted by the \_\_\_\_\_  
\_\_\_\_\_ *the outside of each Boiler?* ✓

te latest date of internal examination of each boiler 29-7-48 Present condition of funnel(s) good  
130 1/2 in

1 the Surveyor examine the Safety Valves of the Main Boilers: yes To what pressure were they afterwards adjusted under steam? 100 lb. per sq. in.  
superheat +15 "1"

and the Surveyor examine the Safety Valves of Donkey Boiler? ☒ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

\_\_\_\_\_ and of the Donkey Boilers? ☒ \_\_\_\_\_

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

and the Surveyor examine all the mountings of the Main Boilers? yes and of the Donkey Boilers? ✓

PORT  
Is screw shaft now been drawn and examined? 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? Yes

as shaft now been changed? ☒ If so, state reasons ☒ Is an approved appliance fitted at the after end of ☒ Has it a continuous liner? ☒ Is it being efficiently lubricated? ☒ *last 2"*

as the shaft now fitted been previously used? ☒ Has it a continuous mesh? ☒ the shaft to permit of it being efficiently lubricated, 10 16 32  
 PORT  
 Date of examination of Screw Shaft 10-8-48 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. stbd 32

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

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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Now done for complete B.S.:-

All boilers opened up, drums, tubes, superheaters and mountings examined and found satisfactory. All boiler fittings examined under steam.

all found in good condition. All valves adjusted as above. Oil shut off and

extinguishing apparatus operated from deck and found in good order

Repairs: - Blocked and wasted air heater tubes in uplanes caused

400 renewed.  
Now done for Port Talstaff Survey:-

The vessel in dry dock, port tailshaft drawn inboard and will

sternbush and fatterings examined & found in govt.

General Observations, Opinion, and Recommendation:— *This vessel's machinery, as far as seen*

(State clearly what alteration, if any, is suggested to be made in the existing machinery, and the 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, F.D., &c.)

is now in good condition, eligible in my opinion to have fresh record.

of B.S. 8, 48, and both laterals seen 5, 10, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000, 1010, 1020, 1030, 1040, 1050, 1060, 1070, 1080, 1090, 1100, 1110, 1120, 1130, 1140, 1150, 1160, 1170, 1180, 1190, 1200, 1210, 1220, 1230, 1240, 1250, 1260, 1270, 1280, 1290, 1300, 1310, 1320, 1330, 1340, 1350, 1360, 1370, 1380, 1390, 1400, 1410, 1420, 1430, 1440, 1450, 1460, 1470, 1480, 1490, 1500, 1510, 1520, 1530, 1540, 1550, 1560, 1570, 1580, 1590, 1600, 1610, 1620, 1630, 1640, 1650, 1660, 1670, 1680, 1690, 1700, 1710, 1720, 1730, 1740, 1750, 1760, 1770, 1780, 1790, 1800, 1810, 1820, 1830, 1840, 1850, 1860, 1870, 1880, 1890, 1900, 1910, 1920, 1930, 1940, 1950, 1960, 1970, 1980, 1990, 2000, 2010, 2020, 2030, 2040, 2050, 2060, 2070, 2080, 2090, 2100, 2110, 2120, 2130, 2140, 2150, 2160, 2170, 2180, 2190, 2200, 2210, 2220, 2230, 2240, 2250, 2260, 2270, 2280, 2290, 2300, 2310, 2320, 2330, 2340, 2350, 2360, 2370, 2380, 2390, 2400, 2410, 2420, 2430, 2440, 2450, 2460, 2470, 2480, 2490, 2500, 2510, 2520, 2530, 2540, 2550, 2560, 2570, 2580, 2590, 2600, 2610, 2620, 2630, 2640, 2650, 2660, 2670, 2680, 2690, 2700, 2710, 2720, 2730, 2740, 2750, 2760, 2770, 2780, 2790, 2800, 2810, 2820, 2830, 2840, 2850, 2860, 2870, 2880, 2890, 2900, 2910, 2920, 2930, 2940, 2950, 2960, 2970, 2980, 2990, 3000, 3010, 3020, 3030, 3040, 3050, 3060, 3070, 3080, 3090, 3100, 3110, 3120, 3130, 3140, 3150, 3160, 3170, 3180, 3190, 3200, 3210, 3220, 3230, 3240, 3250, 3260, 3270, 3280, 3290, 3300, 3310, 3320, 3330, 3340, 3350, 3360, 3370, 3380, 3390, 3400, 3410, 3420, 3430, 3440, 3450, 3460, 3470, 3480, 3490, 3500, 3510, 3520, 3530, 3540, 3550, 3560, 3570, 3580, 3590, 3600, 3610, 3620, 3630, 3640, 3650, 3660, 3670, 3680, 3690, 3700, 3710, 3720, 3730, 3740, 3750, 3760, 3770, 3780, 3790, 3800, 3810, 3820, 3830, 3840, 3850, 3860, 3870, 3880, 3890, 3900, 3910, 3920, 3930, 3940, 3950, 3960, 3970, 3980, 3990, 4000, 4010, 4020, 4030, 4040, 4050, 4060, 4070, 4080, 4090, 4100, 4110, 4120, 4130, 4140, 4150, 4160, 4170, 4180, 4190, 4200, 4210, 4220, 4230, 4240, 4250, 4260, 4270, 4280, 4290, 4300, 4310, 4320, 4330, 4340, 4350, 4360, 4370, 4380, 4390, 4400, 4410, 4420, 4430, 4440, 4450, 4460, 4470, 4480, 4490, 4500, 4510, 4520, 4530, 4540, 4550, 4560, 4570, 4580, 4590, 4600, 4610, 4620, 4630, 4640, 4650, 4660, 4670, 4680, 4690, 4700, 4710, 4720, 4730, 4740, 4750, 4760, 4770, 4780, 4790, 4800, 4810, 4820, 4830, 4840, 4850, 4860, 4870, 4880, 4890, 4900, 4910, 4920, 4930, 4940, 4950, 4960, 4970, 4980, 4990, 5000, 5010, 5020, 5030, 5040, 5050, 5060, 5070, 5080, 5090, 5100, 5110, 5120, 5130, 5140, 5150, 5160, 5170, 5180, 5190, 5200, 5210, 5220, 5230, 5240, 5250, 5260, 5270, 5280, 5290, 5300, 5310, 5320, 5330, 5340, 5350, 5360, 5370, 5380, 5390, 5400, 5410, 5420, 5430, 5440, 5450, 5460, 5470, 5480, 5490, 5500, 5510, 5520, 5530, 5540, 5550, 5560, 5570, 5580, 5590, 5600, 5610, 5620, 5630, 5640, 5650, 5660, 5670, 5680, 5690, 5700, 5710, 5720, 5730, 5740, 5750, 5760, 5770, 5780, 5790, 5800, 5810, 5820, 5830, 5840, 5850, 5860, 5870, 5880, 5890, 5900, 5910, 5920, 5930, 5940, 5950, 5960, 5970, 5980, 5990, 6000, 6010, 6020, 6030, 6040, 6050, 6060, 6070, 6080, 6090, 6100, 6110, 6120, 6130, 6140, 6150, 6160, 6170, 6180, 6190, 6200, 6210, 6220, 6230, 6240, 6250, 6260, 6270, 6280, 6290, 6300, 6310, 6320, 6330, 6340, 6350, 6360, 6370, 6380, 6390, 6400, 6410, 6420, 6430, 6440, 6450, 6460, 6470, 6480, 6490, 6500, 6510, 6520, 6530, 6540, 6550, 6560, 6570, 6580, 6590, 6600, 6610, 6620, 6630, 6640, 6650, 6660, 6670, 6680, 6690, 6700, 6710, 6720, 6730, 6740, 6750, 6760, 6770, 6780, 6790, 6800, 6810, 6820, 6830, 6840, 6850, 6860, 6870, 6880, 6890, 6900, 6910, 6920, 6930, 6940, 6950, 6960, 6970,

blading being renewed at first opportunity

Survey Fee (per Section 29) 0 £ 36 : 2 : 0

**SUNDAY ATTENDANCES**

Fees applied for, 31-8-1948 *[Signature]*

*[Signature]*

Special Damage or Repair Fee (if any) £ 25 : 4 : 0  
(per Section 29.)  
Travelling expenses (if chargeable) £ 1 : 1 : 0

Received by me, \_\_\_\_\_ 19\_\_\_\_

*J. W. M. S. S.*  
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute.....

Assigned As now subject

Port S. 8, 48 BS 8, 48 012265-012272-0077 1/2

\_\_\_\_\_



## Machinery of the T. S. S. TAROONA

Continued

fastenings examined and found in good condition.  
 Starboard propeller blades found bent and on owner's instructions both propellers replaced by previously fitted spare propellers, which are marked

R.H.

L.H.

8792

8792

L108

L106

St Davids

St Davids

Starboard propeller nut cone - end found wasted through -  
 - now renewed.

Replaced propellers will be repaired and used as spares.

Machinery repairs:-

Port turbo feed pump shaft found scored - skimmed up.

No 1 turbo generator - gland carbon packings renewed

Main engines (turbines):-

Forward end port H.P. - labyrinth packing renewed

After end port I.P. - " " "

Port L.P. ahead blading examined and 3rd last & last row of turbine rotor blading found stripped. This blading now removed, cause of damage could not be ascertained.

On completion of repairs main engines & auxiliaries seen operating satisfactorily.

Melbourne certificate dated 21st May 1948

"subject to three rows of port L.P. turbine ahead blading being renewed at first opportunity"

Melbourne certificate dated 31st August 1948 has accordingly been amended to read "subject to five rows of port L.P. turbine ahead blading being renewed at first opportunity."

W Russell