

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

Received at London Office 10 NOV 1948

Date of writing Report 10-9-1948 When handed in at Local Office 10-9-1948

Port of MELBOURNE

No. in Survey held at Melbourne Date: First Survey 22nd July '48 Last Survey 16th August 1948 (No. of Visits 5)

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

Vessel built at Glasgow By whom A. Stephen & Sons When 1935-1

Engines made at do. By whom do. When do.

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

Owners Taramin Steamers P/L. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers do. Port Melbourne Voyage Interstate

If Surveyed Afloat or in Dry Dock Afloat & Underway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Machinery repairs, B.S. & port tailshaft

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?

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

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

If 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 Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Date of latest date of internal examination of each boiler 29-7-48 Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 430 lb./sq. in superheat +15 "1"

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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? Yes, and of the Donkey Boilers?

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

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Is electric light and/or power fitted? Yes

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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 all found in good condition. All boilers afterwards examined under steam, found sound & tight & safety valves adjusted as above. Oil shut off and fire extinguishing apparatus operated from deck and found in good order.

Repairs:- Blocked and wasted air heater tubes in uptakes cleared and 400 renewed.

Now done for Port tailshaft survey:- The vessel in dry dock, port tailshaft drawn inboard and with sternbush and fastenings examined & found in good condition.

General Observations, Opinion, and Recommendation:- This vessel's machinery, as far as seen, is now in good condition, eligible in my opinion to have fresh record of B.S. 8, 48, and port tailshaft seen 8, 48 now, and + L.M.C. be retained, in the Register Book, subject to five rows of port L.P. turbine ahead blading being renewed at first opportunity.

(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 P.T.O. + L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 29) £ 36 : 2 : 0 Fees applied for, 31-8-1948

SUNDAY ATTENDANCES Special Damage or Repair Fee (if any) (per Section 29.) £ 25 : 4 : 0 Received by me, 19

Travelling expenses (if chargeable) £ 1 : 1 : 0

Committee's Minute

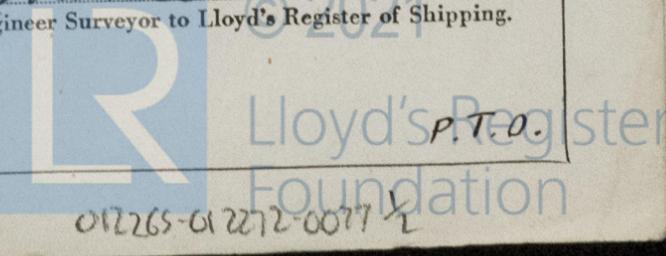
Assigned As now subject

Port S. 8, 48 BS 8, 48

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1		L.M.C. 9, 46
with head.		B.S. 8, 44
3, 48		L.S.C.B.
P.S. incl. 8, 44		P. 8, 45
		S. 4, 44
		W.T.B.
Fitted for oil fuel	135 F.	P. above 150 F

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

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



FRI. 3 DEC 1948

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."

Russell



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Lloyd's Register
Foundation

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