

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

(Received at London Office 3 - JUL 1940)

3 - JUL 1940

Date of writing Report _____ When handed in at Local Office _____ Port of London

No. in Reg. Book. 34579 Survey held at London Date, First Survey and Last Survey 10 6 1940 (No. of Visits 1)

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

Tonnage { Gross 5905 Vessel built at Nakako By whom Os Nakskov Skibsvaerft When 1926 10
Net 3637 Engines made at Apenhagen By whom — When 1926

Nominal Horse Power 541 Boilers, when made (Main) — (Donkey) 1926

No. of Main Boilers — Owners Dampfskovsk Skibsvaerft Owners' Address — (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers — Managers Stephens, Minister of Shipping Port Apenhagen Voyage —

Steam Pressure in Main Boilers — If Surveyed Afloat or in Dry Dock afloat - W.I.B.K. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 120 lbs Last Report No. 108761 Port London

Particulars of Examination and Repairs (if any) DBS (Complete) 2100 A1 with 7-39

(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? —

Do " " " " Donkey " " " " See Lon. Rpt. 108761.

If this was not done, state for what reasons? —

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

Also 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) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? — To what pressure were they afterwards adjusted under steam? —

Did the Surveyor examine the Safety Valves of Donkey Boiler? — To what pressure were they afterwards adjusted under steam? 120 lbs.

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 screw shaft now been drawn and examined? No Is it fitted with continuous liner? — Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

State date of examination of Screw Shaft — State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft —

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

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

Now done. Donkey boiler examined under steam & safety valves adjusted as stated.

General Observations, Opinion, and Recommendation: This vessel's machinery as

(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.)

now seen, is in good condition, suitable in my opinion to be used as classed to have push rods D.B.S. 6-40 as recommended in Lon. Rpt. 108761.

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : Worth Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute As now subject DBS 5.40

Assigned Worth

ONE-0 JUL 1940

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Worth W1142-0079

If so, is the Report sent now, or when will it be sent?

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

OIL ENGINE CONTINUOUS LINER