

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

Date of writing Report 17/12/43 When handed in at Local Office Sydney, N. S. W. 18/12/43 Port of Sydney N. S. W.
No. in Survey held at 4302 on the Machinery of the T.S.M.S. "TARIFA" Date, First Survey AND Last Survey 16-12-1943
(No. of Visits 1)

Gross Tonnage 7229 Vessel built at DANZIG By whom F. SCHICHAU G.m.b.H. When 1936 11
Net Tonnage 4426 Engines made at ELBING By whom - DITTO - When 1936
Nominal Horse Power 1827 Boilers, when made (Main) ✓ (Donkey) 1936
of Main Boilers ✓ Owners WILH. WILHEMSEN Owners' Address Port TONSBERG Voyage ✓
of Donkey Boilers 2 (14F) Managers ✓ (if not already recorded in Appendix to Register Book.)
Main Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock AFLOAT (State name of Dock.)
Donkey Boilers 100 LBS.

Last Report No. 8399 Port Mel.Particulars of Examination and Repairs (if any) PART LMC-CS

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details 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? ✓

" " Donkey " " " ✓

this was not done, state for what reasons? ✓

Did what parts of the Boilers could not be thus 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? ✓

State latest date of internal examination of each boiler ✓

Present condition of funnel(s) ✓

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? ✓

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? ✓

Is screw shaft now been drawn and examined? ✓

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? ✓

Is shaft now been changed? ✓ If so, state reasons ✓

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? ✓

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 power fitted? Yes

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

Is 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 Continuous Survey Base

Now done for advancement of LMC-CS:- No 3 Starboard main engine cylinder, liner, cover, valves, piston, cross head and top end bearing examined and found in good condition, except white metal broken in bearing, now spare bearing fitted and broken one re-metalled.

S.R. List:- "Examine starboard tail shaft by 6,44 (18 mos. limit)" not dealt with at this time.

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. 0,11, F.M.S. 0,11, L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, as far as seen, is now in good condition, eligible in my opinion to remain as classed and to have record of LMC-CS with date noted in the Register Book when the Survey has been completed subject to the above item being dealt with.

Survey Fee (per Section 29) £ 3 : 3 : 0

Fees applied for 6/12/43

Special Damage or Repair Fee (if any) £

Received by me, Chas. B. R. Roberts

Travelling expenses (if chargeable) £

19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 25 JAN 1944

Assigned subject

W264-0266

Lloyd's Register
Foundation

C. advanced

L.S. no 1 dec 1140
Sieves held on hull.

Limit for examination of
Sewer shaft expires 6.44

Run

24.1.44



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