

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 8/3/ 19 44 When handed in at Local Office 8/3/ 19 44 Port of SYDNEY, N.S.W.
 No. in Survey held at SYDNEY, N.S.W. Date. First Survey and Last Survey 28/2/ 19 44
 Reg. Book. 5059 on the Machinery of the T.S.M.S. "TULAGI" (No. of Visits 1)
 Gross 2281 Vessel built at Hong Kong By whom Hong Kong & Whampoa Dkyd. Co. When 1939 Month 7
 Net 1680 Engines made at Hong Kong By whom do Ltd. When 1939
 Nominal Horse Power 396 Boilers, when made (Main) --- (Donkey) 1939
 No. of Main Boilers --- Owners Burns Philp & Co. Ltd. Owners' Address ---
 No. of Donkey Boilers 1 Managers --- (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers --- Port Hong Kong Voyage ---
 in Donkey Boilers 100 lb. If Surveyed Afloat or in Dry Dock Afloat
 (State name of Dock.)

Last Report No. --- Port ---
 Particulars of Examination and Repairs (if any) Part Cont. Survey

Periodical Surveys, when held, must be reported in detail and serially 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 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?

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

Was this 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.

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?

Has the 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?

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 foreward.

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 Continuous Survey.

The following parts opened out, examined and found in good condition:-

PORT MAIN ENGINE:-

No. 3 cylinder, cover, piston, connecting rod, top and bottom end bearings and crank pin.

No. 3 crankshaft journal and bearing.

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.)

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 L.M.C.-C.S. with date in the Register Book when the survey has been completed.

Survey Fee (per Section 29) £3 : 3 : 0 Fees applied for 6/3/ 19 44
 Special Damage or Repair Fee (if any) £ :
 (per Section 29.)
 Travelling expenses (if chargeable) £ : Received by me, ---

Committee's Minute TUES. 25 APR 1944

Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W266-0053

Advanced

It is estimated that
this vessel is eligible to
receive as CLASSED.

BA

24/4/44



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