

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

(Received at London Office

24 AUG 1929

Date of writing Report AUGUST 6th 1929 When handed in at Local Office

Port of SAN FRANCISCO

No. in Reg. Book. Survey held at SAN FRANCISCO

Date, First Survey August 3rd Last Survey Aug. 4th 1929

on the Machinery of the ~~XXXXXX~~ Steel TWIN S.S. "TAHITI" (No. of Visits TWO)Tonnage { Gross 7898  
Net 4155

Vessel built at GLASGOW

By whom A. Stephen and Sons, Ltd. When 1904 - 8

Nominal Horse Power { 1443 NHP

Engines made at GLASGOW

By whom A. Stephen and Sons, Ltd. When 1904

No. of Main Boilers 3 D &amp; SB

Boilers, when made (Main) 1904

(Donkey) 1904

No. of Donkey Boilers

Owners Union S.S. Co. of New Zealand

Owners' Address

Steam Pressure in Main Boilers 180 lbs

Managers

(If not already recorded in Appendix to Register Book).

Port London

Voyage

in Donkey Boilers

If Surveyed Afloat or in Dry Dock

Hunter's Point

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

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).
100 A 1		LMC 11,28
Spar.dk. 2-28		TS OL s8,26
SsDdn.No. 3-10,16		p10,26
SsSyd.No. 2-25		Fit. for oil fuel 6,20 FP above 150 F

Last Report No. Port

## Particulars of Examination and Repairs (if any) Dmg. &amp; Cond.

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

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 " " "

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?

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 Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

Starboard 1/32" port 5/32"

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? starboard 1/32" port 5/32"

**DAMAGE:-** Vessel placed in dry dock on account of loosing starboard propeller while making a landing at Pier #33 San Francisco, 6:55 P.M. August 2nd, 1929.

**NOW DONE:-** Propeller, stern tubes and sea connection examined and now in order.

On examination found starboard propeller and nut missing.

**NOTE:-** This propeller recovered by the aid of derrick barge and diver. One blade slightly set over at the tip and nicked.

**NOW DONE:-** Propeller reinstalled together with spare propeller nut, frayed edges of blades dressed up. New locking bolt fitted.

**NOTE:-** Time would not permit of straightening and repairing this one propeller blade.

**S.R.L.:-** Examined E.W. repairs to forward end of port forward single ended boiler and found same in good condition.

## 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, E.S.M.S. 9,11, or L.M.C. 9,11, 160 lb., F.D., &c.)

**RECOMMENDED** that the machinery of this Vessel be retained as now classed without fresh record of survey, subject to the damaged propeller blade being faired at next docking, also to the E.W. repairs to forward end of port forward single ended boiler being again examined by February, 1930.

Survey Fee (per Section 26) \$ 15.00

Fees applied for Aug. 6th 1929

Special Damage or Repair Fee (if any) £

Received by me,

Travelling Expenses (if chargeable) \$ 10.00

19

Committee's Minute

NEW YORK AUG 14 1929

FRI. 30 AUG 1929

Assigned

As now subject

TUE. 22 OCT 1929

TUE. 31 DEC 1929

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W605-0226.1



Propeller damage.

Due 11.29 - To complete ad

Hydrazine return.

It is submitted that this

has been completed (see Sept 10 1995)

It is submitted that

this vessel is eligible to

remain as UNCLASSIFIED. Subj. to

damaged blade of

starboard propeller being

found at north

docking.

29/11/95

N.B. - If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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