

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

(Received at London Office)

19 AUG 1929

Date of writing Report 13/7/1929 When handed in at Local Office 13/7/1929 Port of Sydney N.S.W.

No. in Reg. Book Survey held at Sydney N.S.W. Date, First Survey 8/7/29 Last Survey 12/7/1929

2249 on the Machinery of the Wood, Iron or Steel T.S.S. "TAHITI" (No. of Visits 4)

Tonnage { Gross 7898 Net 4155 Vessel built at Glasgow By whom A. Stephen and Sons Ltd. When 1904-8

Nominal Horse Power { 1440 Engines made at Glasgow By whom A. Stephen and Sons Ltd. When 1904

No. of Main Boilers 6 Boilers, when made (Main) 1904 (Donkey) ✓

No. of Donkey Boilers ✓ Owners Union S.S. Co. of New Zealand Ltd. Port London Voyage San Francisco via ports

Steam Pressure— in Main Boilers 180 lbs. Managers _____

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Woolwich Dry Dock (State name of Dock.) _____

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Star^t P.S., repairs to Port Propeller & Port B.S.

(Periodical Surveys, when held, must be reported in detail and serialim 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. as under.

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? yes. as under. To what pressure were they afterwards adjusted under steam? 180 lbs.

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? yes. as under. 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? yes. as under. and of the Donkey Boiler? ✓

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

Has shaft now been changed? yes. If so, state reasons crack at joint of liner.

Is the shaft now fitted new? No. - new liner Has it a continuous liner? yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

State the distance between lignum vitae or bearing-metal of stern bush and top of after bearing of screw shaft? Port 7/8" Star^t a good fit.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? To complete B.S. For^t Port, For^t

Center, After Center and After Star^t boilers to be surveyed in their entirety. The Owners state that the survey will be continued on vessels return to this port in eight weeks time.

This vessel placed in dry dock, star^t propeller shaft drawn inboard, examined, found good except liner cracked at burned joint, shaft to be taken ashore for further examination. Spare shaft now fitted - this shaft has been previously used but appears to have been fitted with a new liner, a crack four inches long found at after end of stem bush - hole drilled at end of crack and now good. Stem bush renewed. Propeller good.

Port propeller examined (3 bladed built type with bronze blades) one blade found with eighteen inches broken off tip and the two other blades found bent. The three damaged blades taken off and three new spare cast.

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, E.S. 9.11, E.&M.S. 9.11, or L.M.C. 9.11, 150 lb., E.D., &c.)

This vessels machinery is now in good condition, eligible in my opinion to remain as classed, with record of Star^t Propeller Shaft Sun 7.29 noted in Register Book, and will be eligible for fresh record of Boiler Survey, with date, to be noted in the Register Book when the Survey is completed.

Survey Fee (per Section 88) 29.9.0 13/7/1929

Star^t P.S. Overtime fee 2.2.0

Special Damage or Repair Fee (if any) (per Section 88.) £

Travelling Expenses (if chargeable) £

Received by me, Jas. C. Eshkin Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 30 AUG 1929 TUE. 22 OCT 1929

Assigned All S. To. 5853 TUE. 31 DEC 1929

10m.10.25.—Transfer Fee (The Surveyor is requested not to write on or below the spaces for Committee's Minute.)

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

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

SEE LIMITATION LIST.

WRITTEN FOR OIL FURNACE 180 LBS. ABOVE 100° F.

Lloyd's Register of Shipping Foundation

steel blades fitted and now good. Port shaft fitted in place and found true. Outer end of stem bush and fastenings examined, found good.

Port Boiler Survey: - Forward starboard and after port boilers opened out, cleaned, examined internally and externally with mountings and found in good condition except in both boilers, end plates rusted in way of bottom manhole doors, built up with electric welding and now good.

Forward starboard and after port boilers seen under steam, found tight, safety valves adjusted and blowing freely at 180 lbs. per sq. inch.

In Limit List: - "Ex. welding repairs to fwd. end of fwd. port single ended boiler - 6 mos. 5-29." Electric welding repairs to forward end of port forward single ended boiler now examined and found good, and may in my opinion be deleted from the Limit List.

N.B. - If this Report is copied by copying Press, especial 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.

N. due 11-29- Past recd. To complete on return in 8 weeks
Port propellers ~~renewed~~ 3 blades renewed
Starboard 7.5 Churny. Port Port Sub
front plate specially examined
front port

It is submitted that this

B.S. 7. 29 when
Aurby has been completed as
stated.

It is submitted that
this vessel is eligible to
be classed as CLASSED.

without Spl. Cond. by

STARD
5.7.29



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