

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report January 8, 1935 When handed in at Local Office 1935 Port of Lyttelton.

No. in Reg. Book. *Survey held at Lyttelton.* Date, First Survey *June 29th* Last Survey *Dec. 30th* 19*34*  
(No. of Visits *45* )

on the ~~Wood, Iron or Steel~~ M.V. "PAKURA". YEAR. MONTH.

TONNAGE:— *Build at* Vlaardingen. *By whom* N.V. Scheep v.d. Windt. *When* 1922

GROSS	Owners	Richardson & Co. Ltd.	Owners' Address (if not already recorded in Appendix to Register Book).
418			

UNDER DK. 534. ~~Managers~~ Port belonging to Napier, N.Z.

NET <sup>(P)</sup>  
Sundered Afloat or in Dry Dock? Both. Name of Dock Lyttelton. Destined Voyage N.Z. Coast.

WB=CellDBorDBa	35	feet;	uE&B	17	feet;	f	81	feet	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
total capacity	71	tons.	FPT	24	tons;	APT	45	tons;	
			MT						

*If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.*

Last Report, No.	1652	Port	Wln	9,33 Wln.	BS 9,33
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(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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case. Cable June 22nd

Letter H. June 22nd.

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 to whom and why they were declined \_\_\_\_\_

Society's Freeboard (if assigned) as painted on Ship and now verified } .....ft.....in

Was a damage report made by anyone else? If so, by whom?

REPAIRS OR EXAMINATION AS PER RULE, FOR S.S. No.3.

The Vessel was surveyed afloat and in Dry Dock for S.S. No.3 and alterations necessitated by converting the steam Engine to Internal Combustion Engines, and the carrying of Oil Fuel in No.3 and 4 D.B. Tanks.

OUTER SHELL PLATING:- The Outer Shell Plating was scaled and cleaned in Dry Dock and was in good order and has been properly recoated. There are slight indentations on the Outer Shell plating but these do not impair the efficiency of the Vessel. The Indentations are situated as follows:-

STARBOARD SIDE - The 1st Strake above Keel Plate - Plates Nos. 1 and 3 from Forward.

The 2nd Strake above Keel Plate - Plates Nos. 3 and 4 from Forward.

The 4th Strake above Keel Plate - Plates Nos. 1, 2, 3 and 4 from Forward.

PORT SIDE - The 1st Strake above Keel Plate - Plates Nos. 1, 2 and 4 from Forward.

W	ARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
W	Renewed ... ..								
	Removed and Faird or Repaired ... ..								
1	Faird or Repaired in place ... ..								

NT CONDITION OF THE		State if Tanks have been examined inside		Dbing. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels	
		Yes.		Good.		(State if on Fett).	
		Yes.		Good.		When put on, Month. Year.	
of Decks	Good.	State if Tanks now tested	Yes.	Engine Room Skylights	Good.	Boats	Good.
s	Good.	Bulkheads	Good.	Coal Bunkers, Open'gs, Lids, &c	Good.	Masts, Yards, &c	Good.
Fastenings	Good.	Ceiling	Good.	Scuppers	Good.	Condition, how ascertained	Drilling.
Plating	Good.	Cement or Asphalt	Cement.	Cargo Hatchways	Good.	(State if wedges removed)	
s	Good.	(State which.)	Good.	Hatches	Good.	Sails	
	Good.	Rudder	Good.	Planking of Wood Vessels		Equipment letter	1
	Good.	Steering gear and its connections	Good.	Caulking	ditto	Anchors, No. of	3 Bower 1 Streak
Frames	Good.	Windlass	Good.	Treenails	ditto	Cables (State if now ranged)	Yes.
inals	Good.	Have Pumps now been examined and found efficient?	Yes.	Breasthooks & Stemson	ditto	length	210 Faths. size 1 1/2
verses	Good.	Have Sluice Valves now been examined and found efficient?		Transoms, Pointers, & Crutches	ditto	(on board)	210 Faths. size 1 1/2
	Good.	Have Watertight Doors now been examined and found efficient?	Yes.	Timbers of Frame at openings	ditto	Rule length	size
as	Good.	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Ditto Ditto at other places	ditto	Hawser & Warps	Sufficient.
gers	Good.			Stringers, Clamps & Shelves	ditto	Standing and Running Rigging	Good.
er Bottom Plating	Good.			Salting	ditto		
				(State if examined.)			

*General Observations, Opinion as to Class, Recommendation, &c.*:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—".....to remain as now classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of *ss No. 1-24 and ptND24, &c.*"

To remain as classed with new record of Survey S.S. Lyt. No.3 12,34.  
Carrying Oil Fuel No. 3 and 4 D.B. Tanks above 150° F.

S.S. No. 3				Fees applied for,	
Survey Fee (per Section 20)	£	20	:	-	19.
Alterations & new engine	£	18	:	10	19.
Special Damage or Repair Fee (if any)	£		:	-	
(per Sec. 20)					
Travelling Expenses (if chargeable)	£	3	:	-	19.
Second Surveyor's Fee (if any)	£		:	-	

Received by me.

*J. Samuel L. Taylor*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 26 MAR 1935

Character Assigned 100A Without Spl. Cond.

Write <sup>note</sup> note Let. breadth S. S. No. 3- 12.34 oil Eng

" <sup>note</sup> " plus of engines + Comb. 12.34

" <sup>note</sup> " 452 26 26/35 S 12.34 + N.E. 12.34 A.R. 34

003391-003400-0247



The Main Injection Valve has been removed from the Port to the Starboard Side and a Double Rivetted  $\frac{3}{8}$ " Patch has been fitted on the old position.

The Landings of the after End of the Sole Plate have been built up by Electric Welding. Four Slack Rivets have been renewed in No.3 Double Bottom Tank.

**RUDDER:-** The Rudder was lifted and Pintles examined and these are in good order.

**ANCHORS AND CABLES:-** The Cables were ranged and the Links in one length of 15 Fathoms were wasted to  $1\frac{1}{8}$ " and  $1\frac{3}{32}$ nds". This length was renewed by a new 15 Fathom Length.

(As per below). The Anchors are in good order. The Cable Fastenings are in good order, and the Chain Locker which has been properly scaled and recoated is in good order.

**DOUBLE BOTTOM TANKS:-** Nos. 1, 2 and 3, 4 Double Bottom Tanks were examined inside and outside and tested as per Rule and found tight and in good order. Doubling Plates were fitted under all sounding Pipes. The After Peak Tank was examined inside, cleaned and recement washed, tested, found tight and in good order. The Fore Peak Tank was examined inside, cleaned, recement washed, tested and found tight and in good order.

No.1 D.B. Tank is to be used for carrying Fresh Water for Boiler purposes and has been cleaned out and recement washed. Independent Suctions have been fitted to each side of this Tank connecting with the Donkey Boiler Feed Pump/

No.3 D.B. Tank has been cleaned out and all the Cement removed. The Vertical Bars on the Margin Plate connecting the Side Brackets have been electric Welded at Sides and

Tops as suggested by the Principal Surveyor and the Tank is to be used for carrying Oil Fuel. There are no openings in the Centre Girder of this Tank, and suction have been fitted for connecting with the Oil Fuel Pumps. The Ballast Connections have been removed. Before the erection of the new Engine Seating on the Tank Top two new Plates 20' x 6' x  $\frac{3}{8}$ " at either side of the Centre Plate have been fitted in place of the original  $\frac{3}{8}$  Plates

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

#### ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower											
	2nd "											
	3rd "											
	Collective Weight.											
	Stream											
	Kedge											

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

#### CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
99547.	15	1 $\frac{1}{2}$	25						Stud L.R. Hingley & Netherton.		
									Son.	H. Green.	
											Nov. 15th 1933
Iron Stream Chain or Steel Wire...											

which were wasted in places. These two new Plates have been welded for the full length at Caulking Edges of the Inside Seams. The Centre Plate over Keelson has been renewed at the Forward End 8' x 2 $\frac{1}{2}$ ' x  $\frac{1}{2}$ ". One Plate of the Starboard Side was wasted in places and a Doubling Plate  $\frac{3}{8}$ ", 9 Sq. Feet in area has been fitted. A Plate on the Port Side was wasted in places and a new Plate 13' x 5" x  $\frac{3}{8}$ " has been fitted. A Doubling Plate  $\frac{3}{8}$ " x 20 Sq. Feet has been fitted over a Port Side Plate under Engine Room Store. The new Engine Seating has been erected as per Plan which was submitted to the Principal Surveyor at Sydney and a Copy of Blue Prints Nos. 5040 and 5041 have been forwarded with my letter of November 5th 1934.

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(2).

0247 2/4

CONTINUATION OF REPORT NO. 1957 ON M. "PAKURA".

Electric welding has been extensively used at the Base of the Fore and Aft Girders and the athwartship Brackets of Engine Seating. The inside of the Tank was stiffened as shown on the Plan. This Tank has been tested and found tight; before and after erection of Engine Seating.

Two Filling Pipes have been fitted from the Bridge Deck with Screw Brass Plugs. Two overflow Pipes on the Bridge Deck, Swan Necks 2' above Deck, fitted with Gauze Wire and Screw Plugs permanently attached with Chains. The Filling Pipes are 3" and the Overflow Pipes are 3", each inside diameters. Sounding Pipes are provided in the Engine Room, fitted with Screw Plugs and extending above Engine Room Platform.

**NO. 4 DOUBLE BOTTOM TANK:-** This has been cleaned out and all Cement removed, is in good order; has been tested and found tight, and is to be used for Oil Fuel. The Vertical Bars of the Margin Plates at Tops and Sides have been electrically welded as suggested by the Principal Surveyor. The Ceiling has been renewed and fitted on transverse Battens 2" in height., above the Tank Top. The Overflow Pipes have been replaced by two 3" Pipes with Swan Necks on the Raised Quarter Deck at the After Side of the Bridge Deck Bulkhead. These Swan Necks are 2' above the Raised Quarter Deck and are fitted with Gauze Wire and Screw Plugs permanently attached by Chains. The original Sounding Pipes have been left in but a Filling Pipe 3" in diameter has been fitted aft of the Raised Quarter Deck Hatch Opening, fitted with Brass Plug on the Deck. All Tank Tops in Holds were examined cleaned and recoated and the Ceiling in No.1 Hold has also been renewed where required.

**HOLDS AND ENCLOSED BRIDGE SPACE:-** No.1 Hold - The Plating and Frames, Bulkheads and Deck Head, Beams and Hatch Coaming have been scaled and recoated and these are all in good order.

The After Bulkhead forming the "ater Tight Bulkhead between the original Bunker, Boilers and Machinery Space has been moved and reerected as shown in the Blue Print, to the former position of the Screen Bulkhead between the old Boiler Room and Cross Bunker. The Bulkhead has been Hose tested and found tight. The Forward Bulkhead between Fore Peak and No.1 Hold is in good order and has been scaled and recoated.

**NO. 2 HOLD:-** The Plating, Frames, Beams and Hatch Coamings and Bulkheads have been cleaned and recoated and the After Engine Room Bulkhead on completion of the alterations in the Thrust Recess as shown in the Blue Print No. 5042 furnished with my letter of Nov. 5th. 1934 has been Hose tested and is perfectly tight. The Tunnel Plating has been cleaned and recoated and is in good order, tested by Hose and found tight. The after Bulkhead separating the Hold from the After Peak is in good order and has been scaled and recoated.

**ENCLOSED BRIDGE SPACE:-** This has been scaled and recoated. The Hatch Opening to Lower Hold has been decked over and Fresh "ater Tanks moved to Aft, on at each side of the Machinery Casing as shown in Blue Print D5065. Alterations to Bulkhead Stanchions and Trunkway to Boat Deck Hatch are shown. Cargo battens have been fitted to Ship's Side Frames in this space and the Hinged Doors to Forward Deck have been renewed. This Space is in good order throughout and has been properly recoated.

**FORECASTLE:-** The Crew's Quarters in Forecastle and the Space below Main Deck underneath Crew's Quarters and above Fore Peak Tank were cleaned out for examination of the Plating and Frames and Deck Beams, which are in good order and have been cleaned and recoated.

**AFTER PEAK:-** The Store Room Space above After Peak Tank and underneath Raised Quarter Deck has been scaled and recoated. The Plating, Frames and Deck Beams are in good order.

**MACHINERY SPACE:-** The Machinery Space has been altered for the new Internal Combustion Machinery, Cochran Donkey Boiler, and two independent Oil Fuel Tanks of 25 Tons Capacity each. The Plating, Frames, Deck Beams, Longitudinals, Intercostals, Keelson, Floors, have all been cleaned and recoated and are in good order.

**INDEPENDENT OIL FUEL TANKS:-** A Blue Print showing the construction of these tanks was forwarded with my letter of Nov. 5th 1934. These tanks have been tested with all fittings connected, with a Head of water up to the Filling Pipes on the Boat Deck. The Fittings and Control are in accordance with Section 20, D, of the Rules. Sounding Pipes are fitted and the overflow Pipes on the boat deck have Gauze wire and Screw plugs.

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ADB-34-150

Dr. Inf.

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CONTINUATION OF REPORT NO. 1252 ON M.V. "PAKURA".

The Suction Valves can be operated from the Machinery Space and from the Boat Deck. Gutterways are fitted at the bottom of the Tanks draining into Sumps provided between Margin Plates and Ship's Sides and fitted with Hand Pumps. The Tanks are securely stayed by welded Gussets from Ship's Frames and Deck Beams and Stiffeners on the Forward Bulkhead. Collision Chocks have been fitted at each Corner of the Tanks.

DAILY SERVICE TANK:- A Daily Service Tank as shown on Blue Print No. D5065 is placed on the After Bulkhead

The details in construction are shown in a separate Blue Print which is enclosed with this Report.

The Tank has been tested with all connections in position and the Fittings and Control are according to Section 20, D. of the Rules.

LUBRICATING OIL TANKS:- Lubricating Oil Tanks, capacity 9 tons, are fitted as shown in Blue Print No. D5065.

ALTERATIONS TO BEAMS AND FRAMES:- The E. Room Double Beam has been moved as shown in the Blue Print No.

D 5065. The Deep Frames at the old position of the Beam have been left in, together with the Side portions of the original Double Beam, and the original Stanchions supporting the Sides have been left in.

The new Beam Scantlings and construction are shown in Blue Print No. C5066 and new ~~Deep Frames~~ <sup>Stanchions</sup> have been fitted at either side against the inside Plating of the Independent Oil Tanks.

BULKHEADS:- The new position of the Forward Machinery Bulkhead is shown in Blue Print No. 5065, and this position coincides with the old Screen Bulkhead which separated Coal Bunker Space from the Boiler Room.

The bottom Plating of this Bulkhead is new as shown in Blue Print D5065 and the other Plating is in good order and has been stiffened as per Rule. The After Bulkhead which carries the Daily Service Tank has been altered to widen the Thrust Recess.

The Main Deck aft of this Bulkhead is laid for the length of the Diaphragm Plates connecting the Main Deck with the Raised Quarter Deck.

The Recess arrangement is shown in the Blue Print No. 5042 forwarded with my letter of November 5th 1934.

Plating of the new work has been stiffened to the same standard as the original.

ample space is provided for examination at Sides and Ends of Independent Oil Fuel Tanks, Lubricating Oil Tanks and Donkey Boiler.

DECKS:- The Decks are in good order and have been cleaned and recoated. Doubling Plates have been fitted

at Coamings of the Forward Ventilator on the Main Deck and a Doubling Plate has been fitted between No. 1

Hatch Coaming and Forecastle Bulkhead to compensate for slight wasting of original Plates. The Forecastle Bulkhead, Bridge Deck Bulkhead Forward, and Bridge Deck Bulkhead aft are in good order and have been recoated.

HATCHES AND HATCH COAMINGS:- All Hatches and Hatch Coamings are in good order. The Hatch on Boat Deck has been lengthened as shown on Blue Print No. D 5065. A Wood fore and after 8" x 8" Steel shod has been fitted

and 14 new Wood Hatches 2 1/2" thick, seven a side have been fitted. Bearing Surfaces 2" at coamings.

BRIDGE DECK ACCOMMODATION:- Two new Cabins have been erected, one at either side of the Machinery Space as

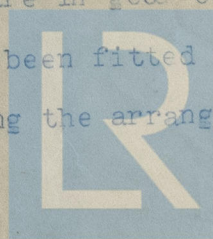
shown in Blue Print D5065. These cabins occupy a portion of the space originally occupied by the Side

Bunker Hatches. The Coamings of these Hatches have been removed and the Spaces decked over. The scantlings of the new Cabin Plating and Frames are the same as the original Bridge deck erections which are all in good order.

VENTILATORS:- The Ventilators and Coamings of same are all in good order. The Ventilators on the Machinery space over Engine Room have been moved from Port to Starboard Side, to a more convenient position over operating Platform. Two original Stokehold Ventilators have been left in their original positions. Part of the area of the Funnel now serves as an uptake Ventilator.

MASTS AND DERRICKS:- The Masts and Derrick have been overhauled and are in good order. The Funnel is

intended for carrying two Derricks for use with a new Winch which has been fitted on the Boat Deck as shown in the Blue Print. A separate Blue Print is enclosed with this Report showing the arrangement of the Derricks and supports.



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CONTINUATION OF REPORT NO. 1251 ON M.V. "PAKURA".

BULWARKS, FREEING PORTS AND SCUPPERS:- These are all in good order. Two new Scupper Pipes with Storm Valves 3" Diameter have been fitted on Main Deck in enclosed Bridge Deck Space at After end, one port, one starb.

ENGINE ROOM SKYLIGHTS:- The Engine Room Skylights and Galley Skylight are in good order and the Hinges have been repaired and Plating scaled and recoated. Extra Beams consisting of two extra 10" x 3½" Channels with Side Brackets and Angles on Sides of Casing have been fitted under the Plating carrying the new Winch on Boat Deck.

STEERING GEAR AND CONNECTIONS:- The Steering leads have been overhauled and the Chains annealed, and these are all in good order. The Steam Steering Gear has been opened out for examination and replaced in good order and tested under Steam at Sea. The Vessel can be steered also by hand from the Bridge.

WINDLASS AND WINCHES:- The Windlass and all winches have been overhauled and tested under Steam and these are in good order.

HAND PUMPS:- The Hand Pumps have been worked on all Bilges and found in good order.

AFTER WELL AND INSIDE OF TUNNEL:- The After well has been deaned out and the Ship's Side Plating and Frames, Plating of after Peak Bulkhead and end Plating of No. 4 Tank has been scaled and recoated. The Tunnel Plating has been scaled and recoated.

BOATS:- The Boats have been overhauled and are in good order.

BELTING:- The Belting has been repaired where required and is in good order.

BREADTH OVER BELTING:- 29.7 feet.

ELECTRIC WELDING:- The Electrodes used in all Electric Welding in connection with the work at Engine Seating, Oil Fuel Tanks etc., were E.M.F. Electrodes supplied by Messrs. The E.M.F. Distributors, Wellington. The Workmanship is good.

N.Z. MARINE DEPT. PASSENGER CERTIFICATE:- The Owners intend to apply for this.

PLANS:- Blue Print Plans No. 5040, 5041, 5042, and 5048 showing Engine Seating and Construction of Independent Oil Tanks were forwarded with my letter dated November 5th 1934.

Plans Nos. D5065, C5066 and 5073 and 1 Blue Print of Daily Service Tank are forwarded now under separate Cover.



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