

WRECK SECTION No. 766

N/N "KEFALLINIA"

WRECK SECTION No. 766

No. 5334

Rpt. 9.

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

(Received at London Office 29 APR 1952)
Port of AUCKLAND, N.Z.

Date of writing Report 17-4-1952 When handed in at Local Office 19

No. in Reg. Book 21812 Survey held at AUCKLAND, N.Z. Date: First Survey 21st January Last Survey 17th April 1952. (No. of Visits Five.)

on the Machinery of the ~~Woods~~ Steel S.S. "WAIPAHI" Year. Month.

Gross Tonnage 1793 Vessel built at Newcastle. By whom Northumberland S.B.Co.Ltd. When 1925 7

Net Tonnage 1000 Engines made at S.Shields. By whom G.T. Grey & Co.Ltd. When 1925

Nominal Horse Power 317MN Boilers, when made (Main) 1925 (Donkey) -

No. of Main Boilers 2SB Owners Union S.S. Co. of N.Z.Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers Port Wellington. Voyage

Boilers 190 lb. If Surveyed Afloat or in Dry Dock Both Calliope Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. 5284 Port AUK

Particulars of Examination and Repairs (if any) Dkg. & B.S.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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).
+100Al with freeboard 2,5		LMC
ss.Wln.- 3,50		BS 2,51
		MS 3,50
		NB made 20
		refitted 40
		CL 12,49
Fitted for oil fuel 150 F.		4,27 F.P. above

cases where the Surveyor has not made a special damage report he is required to state whether

declined his services for this purpose, and why they were declined

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

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

" " Donkey " " " " ?

Reasons for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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?

Date of internal examination of each boiler Stbd. 21-1-52. Port 20-2-52. Present condition of funnel(s) Satisfactory.

Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 190 lb/sq.in.

Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? Yes. and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers?

Screw shaft now been drawn and examined? No. Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end? No.

Shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers should be counted from forward. COMPLETE.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Arrangements for DOCKING :- Vessel placed in dry dock, propeller, after end of stern bush and outside

Connections of sea connections examined and found in good condition.

Arrangements for B.S. :- Port and Starboard Boilers examined throughout together with their safety

Valves, doors and mountings and all found or placed in good condition. (Stbd. Blr. safety valve seats

examined at lips). Safety valves adjusted under steam to above pressure.

Oil fuel burning arrangements and steam smothering appliances examined under

Working conditions and found in order.

Remarks Note :- The vessel has been laid up at this port awaiting cargo.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, as now seen, is

in good order. 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

+LMC 140 lb., F.D., &c.) CS 3,34.

Boilers in my opinion to remain as classed with fresh record of B.S. (with date).

Fee (per Section 29) £ 18: - -

Damage or Repair Fee (if any) £ : :

Printing expenses (if chargeable) £ : 6: -

Received by me, 19

Fees applied for, 17-4-1952

TUES. 27 MAY 1952

Committee's Minute

End (h) BS 1, 52

Note/Ask.

Signature of Engineer Surveyor to Lloyd's Register of Shipping



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

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