

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

(Received at London Office 19-AUG-1942)

Date of writing Report 6/6/42 When handed in at Local Office 6/6/42 Port of Sydney, N.S.W.

No. in Reg. Book. 4932 Survey held at Sydney, N.S.W. Date, First Survey 20/5/42 Last Survey 24/5/1942
(No. of Visits 3)

4932 on the Machinery of the Wood, Iron or Steel T.S.M.S. "HAURAKI"
Gross Tonnage 7113 Vessel built at Dumbarton By whom H. Denny & Co. Ltd. When 1922. 3
Net Tonnage 4425 Engines made at Glasgow By whom N. British Diesel Eng. Works When 1922
Nominal Horse Power 1085 Boilers, when made (Main) (Donkey) 1922
No. of Main Boilers 1 Owners Union S.S. Co. of N.Z. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers (if not already recorded in Appendix to Register Book.)
No. in Pressure Main Boilers 1 Port London Voyage —
No. of Donkey Boilers 100lb If Surveyed Afloat or in Dry Dock Afloat Sydney Harbour Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Previous Report No. — Port —
Particulars of Examination and Repairs (if any) LMC - CS
D.B.S.

CHARACTER, Date of last Survey and of Periodical Surveys.	Years assigned for special survey or how long in service.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A1</u>		<u>+ LMC CS 10-38</u>
<u>Shell & metal for</u>		<u>to 38 6.38</u>
<u>7.30 1.42</u>		<u>D.B.S. 5.40</u>
<u>S.S. Exp. No. 3, 9.34</u>		<u>T.S. R.S. 48 c.l.</u>
<u>S.S. Exp. No. 1-38</u>		<u>5.7.40</u>
		<u>P. 1.43 Oil Engines</u>
		<u>Continuous Survey</u>

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 ✓

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? Yes as under.

Was a special examination of the funnels made? If so, by whom? ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Latest date of internal examination of each boiler Donkey Boiler 27-5-42 Present condition of funnel(s) Good

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? Yes To what pressure were they afterwards adjusted under steam? 100 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boiler(s)? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler(s)? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler(s)? Yes

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 the 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? ✓

Latest 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 forward. Is electric light yes fitted? yes

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.

Now done for advancement of L.M.C.:- The following parts opened out, examined and found in good condition:- Port Main Engine. Outboard compressor complete. Starboard Main Engine:- N°4 cylinder, liners, cover, valves, piston and rod; new crosshead pin now fitted (particulars on next sheet)
The following Auxiliaries were completely opened out, examined and found in good condition:- Port and Starboard Lubricating oil pumps - Starboard Jacket Cooling water pump - St. By Cooling water pump - Fresh Water Pump - Inboard Sanitary Water pump - Starboard Bilge pump - Piston Cooling Salt Water pump.
Port and Starboard, forward and after starting air receivers opened out, examined and found in good condition.
General Observations, Opinion, and Recommendation:- This vessel's machinery, as stated 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.)
CS 3,34,

As a survey, is now in good condition, eligible in our opinion to remain as classed with record of Donkey Boiler Survey 5.42 noted in the Register Book, and to have fresh record of +LMC-CS with date noted when the survey has been completed, subject to the Forward Starboard auxiliary engine being seen working satisfactorily under load.

Fee (per Section 29) £ 7 : 7 : 0 Fees Applied for 2/6/42
Damage or Repair Fee (if any) (per Section 29.) £ —
Printing expenses (if chargeable) £ —
Received by me, J. C. B. Ashby
Chas. R. Ashby (acting)
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 18 AUG 1942
Signed As now subject D.B.S. 5.42
Lloyd's Register Foundation
005726-005739-0260 1/2

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

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

T. S. M. S. "HAURAKI" (continued)

Cleared, examined internally and externally with mountings all found in good condition, and painted internally.

Forward and After Daily Fuel oil settling tanks opened up, cleaned, examined internally and externally with all valves, pipes, cocks and control gear and found in good condition.

Donkey Boiler: - Opened up, cleared, examined internally and externally with Safety Valves and mountings and found in good condition, afterwards examined under steam and its Safety Valves adjusted to 100 lb. per square inch.

The oil burning installation examined and tested under working conditions, fuel tanks, valves, deck control gear and pipes examined and found in good working order and condition.

In S.R. List: - "Examine starboard forward auxiliary engine under working conditions." This engine is not yet completely assembled.

Chas. R. Harker
Jus. C. E. Skene (Acting)

OTM held

CS advanced.

*It is submitted that
this vessel is eligible for
THE RECORD. OTM 5.12*

*Subject to Starboard & Forward
Auxiliary engines being examined
under working conditions
at first opportunity*

Yms

13.8.42



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