

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

(Received at London Office 29 JUN 1934)

Date of writing Report 18th May, 19 34 When handed in at Local Office 19 Port of WELLINGTON

No. in Reg. Book. Survey held at CASTLECLIFF, WANGANUI Date, First Survey 16th May, Last Survey 16th May, 19 34 (No. of Visits 1)

11271 on the Machinery of the Wood, Iron or Steel SUCTION HOPPER DREDGER "KAIONE"

Tonnage Gross 830 Net 347 Vessel built at PAISLEY By whom FLEMING & FERGUSON LD. When 1918 12-mo.

Nominal Horse Power 158 NHP Engines made at PAISLEY By whom FLEMING & FERGUSON LD When 1918

No. of Main Boilers 2 SB Boilers, when made (Main) 1918 (Donkey)

No. of Donkey Boilers - Owners' Address WANGANUI HARBOUR BOARD (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 130 Lbs Managers - Port WELLINGTON Voyage SEA-GOING HOPPER DREDGER

in Donkey Boilers - If Surveyed Afloat or in Dry Dock AFLOAT (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any)

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 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

Do, " Donkey " " " " NONE

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 Boilers?

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?

Is screw shaft now 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?

Is shaft now 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 vite or bearing metal of stern bush and top of after bearing of screw shaft NOT SEEN VESSEL AFLOAT

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

I visited Castlecliff on 15th May, 1934 to complete Special Survey No.2 of the Steam Tug "Kahanui" belonging to the same Owners (Wanganui Harbour Board) and as I had some hours to spare I made the General Superficial Survey of Laid-up Vessel afloat - making no charge for the survey under these circumstances in this case.

MAIN BOILERS (2): These were opened up and I made a general internal and external examination of them; they were perfectly dry and found in good condition throughout. The Valves and mountings were not opened up but were clean and apparently in good condition, everything being polished up as in service.

MAIN ENGINES (P. & S.): Not opened up but clean and polished as in service, bright parts being oiled and cylinder covers coated with white lead and tallow. Engines are turned by hand weekly. All these parts are, as far as visible, in good condition.

AUXILIARIES INCLUDING STEAM STEERING GEAR: Examined and found in similar condition to Main P.T.O.

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, B.&M.S. 9,11, or G.L.M.C. 9,11, 140 lb., F.D., &c.)

REMAIN AS CLASSED WITHOUT FRESH RECORD OF SURVEY SUBJECT TO OVERDUE SURVEYS BEING CARRIED OUT BEFORE VESSEL RESUMES SERVICE.

Survey Fee (per Section 20) £ - : - : Fees applied for 19
Special Damage or Repair Fee (if any) £ : :
Travelling expenses (if chargeable) £ : :
Received by me, 19

Committee's Minute Assigned

FRI, 13 JUL 1934 Defered

FRI, 4 JAN 1935
FRI, 19 JUL 1935
FRI 11 JUN 1937

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Engineer Surveyor to Lloyd's Register of Shipping.

008074-008086-0098

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

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

Engines.

GENERAL: This vessel is for sale and delivery under steam can be given at Castlecliff Wharf in 48 hours and she is kept in this condition accordingly.

to spread the ink, or to cause it to show through to the other side.



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