

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

(Received at London Office) **THU. JAN. 25 1923**

Date of writing Report Dec 15 1922 When handed in at Local Office 19 Port of Bellingham 73

No. in Reg. Book 63815 Survey held at Wellington Date, First Survey Nov. 24 Last Survey Dec 6th 1922

on the Machinery of the ~~Wood, Iron or Steel~~ Iron Propeller Dredger "Sione" Master Lionel Austin Shipman

Tonnage { Gross 820 Vessel built at Fairley By whom Heming & Ferguson Ltd When 1918 12
Net 347 Engines made at Fairley By whom Heming & Ferguson Ltd When 1915

Registered Horse Power 158 Boilers, when made (Main) 1918 (Donkey)

No. of Main Boilers 2 Owners Wanganui Harbour Board N.3. Port Bellingham Voyage Dredging

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Dry Dock

Steam Pressure—
in Main Boilers 130 (State name of Dock.) Patent Slip
in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serially 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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned for expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ A1</u> <u>Propeller Dredger.</u> <u>14.19.</u>		<u>+ L.H.C 12-18.</u>

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 " " "

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 To what pressure were they afterwards adjusted under steam? 130 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 , and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? or two liners? or is it without liners? Yes

Has shaft now been changed? Yes If so, state reasons Propeller slight slackness on taper

Is the shaft now fitted new? New Spare Has it a continuous liner? or two liners? or is it without liners? Yes

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/6"

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

All cylinders, pistons, slide valves, pumps, shafting, propellers, Sea Connections & their fastenings & all general arrangement of coaks & pipes, bridge Structures & Connections examined.

The Main Boilers, safety valves, doors & mountings examined internally & externally, and the Safety valves were afterwards adjusted under steam to the pressure stated above.

The condition of the Machinery good, no repairs were carried out at this time. The spare propellers & shafts were fitted, the propellers were reversed to run outwards instead of inwards as originally fitted.

General Observations, Opinion, and Recommendation:— This Vessel's Machinery is in
(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, M.S. 9,11, B.&M.S. 9,11, or * L.M.C. 9,11, 140 lb., E.D., &c.)

good & efficient condition & in my opinion eligible to remain as
classed & to have the record of + L.H.C 12-22.

Survey Fee (per Section 24) £12.12.0 Fee applied for 19

Special Damage or Repair Fee (if any) £ Received by me, 19

Rolling Expenses (if chargeable) £

Committee's Minute TUE. FEB. 20 1923

Signed + L.H.C. 12.22

2020
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008079-008086-0121

S.S. No. 1 due 12.21. Laid both
screw shafts & propellers changed.

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 12.22

Boat N.E. 12.22

L.
24/23

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