

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

(Received at London Office 23 JAN 1926)

Date of writing Report 14/12/25 When handed in at Local Office 19 Port of AUCKLAND N.Z.

No. in Survey held at AUCKLAND Date, First Survey 6/11/25 Last Survey 12/12/25 1919
eg. Book. (No. of Vols. 4)

31074 on the Machinery of the Wood, Iron or Steel 2. sc "RANGITOTO"

Tonnage {	Gross <u>697</u>	Vessel built at <u>PORT GLASGOW</u>	By whom <u>Murdoch & Murray, Ltd.</u>	When <u>1913 - 8</u>
	Net <u>358</u>			
Nominal Horse Power {	<u>100</u>	Engines made at <u>GLASGOW</u>	By whom <u>Muir & Houston, Ltd</u>	When <u>1913</u>
No. of Main Boilers	<u>1</u>	Boilers, when made (Main) <u>1913</u>	(Donkey) <u>---</u>	
No. of Donkey Boilers	<u>Nil</u>	Owners <u>G.T. Niccol</u>	Port <u>SOUTHAMPTON</u>	Voyage <u>Hauraki Gulf Trade</u>
Steam Pressure in Main Boilers	<u>---</u>	Managers		
in Donkey Boilers	<u>---</u>	If Surveyed Afloat or in Dry Dock <u>Both</u> (Patent Slip)		
		(State name of Dock.)		

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.

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 ---

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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	
CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.E., if any).
* For service between Portsmouth & Isle of Wight 8,13	

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

Do. " Donkey " " " ---

this was not done, state for what reasons? ---

Did what parts of the Boilers could not be thus thoroughly examined? ---

So 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? 180 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? None , and of the Donkey Boiler? ---

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

Is screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Is shaft now been changed? No If so, state reasons ---

Is the shaft now fitted new? No 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft? Close working fit

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete. Examined the following parts and found all in good working order :- ENGINES. Cylinders, pistons, slide and piston valves and valve faces. Crank, thrust and tunnel shafting. Air, circulating, feed and bilge pumps. BOILERS. Combustion chamber tops, sides, backs and tube plates. Furnace crowns, boiler shell inside. Steam space and combustion chamber screwed stays. Furnaces inside and combustion chamber back ends. Man holes, doors and fastenings. All boiler mountings and main safety valves. Propeller shaft drawn in and shaft and liner in good order. Propeller and fastenings examined. All sea valves and cocks and bilge injection examined. WORK DONE. Cast iron built propeller taken off and new bronze solid propeller fitted to place. New Lamont feed pump installed for boiler feed purposes only. Removed doubling plates from boiler end and replaced by new plates 3'-9" x 10 3/8" X 1" thick, 1 1/2" rivets. Boiler tested by Hydraulic pressure to 320 lbs. The new doubling plates were fitted at the request of the Government Surveyors as they considered they were necessary. The hydraulic test was also done at their request

General Observations, Opinion, and Recommendation:— All recommendations made by me have been (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 E.L.M.C. 9,11, 140 lb., E.D., &c.)

completed to my satisfaction and I recommend that the record of IMC 12,25 and Tail Shaft seen 12,25 (Continuous Liner) be made in the Register Book in the case of this vessel consequent upon this survey.

Survey Fee (per Section 28) <u>£ 6, 0, 0</u>	Fees applied for <u>14/12/25</u>	Received by me, <u>19</u>
Special Damage or Repair Fee (if any) <u>£</u>		
Travelling Expenses (if chargeable) <u>£</u>		

Committee's Minute TUES. 2 FEB 1926

Assigned + PM. 6. 12. 25

John Alexander Marine Engineer.

Charles B. Hines Engineer Surveyor to Lloyd's Register of Shipping.

The class of this vessel was omitted from the 1920-21 reprint of the R.B. on acc of the SS not being held.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

A survey for the reclassification of the machinery was held at Southampton in Sept 24.

A survey of the machinery boiler has again been held & the screw shafts & propeller renewed & boiler repaired & fitted.

It is submitted that this vessel is eligible for THE RECORD. + L. M. C. 12.25

S. 12.25. C. L.

reinstated in R. B. 1920

(S)

J. L.

29/1/26

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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