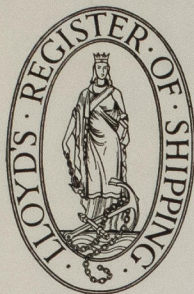


COPY

LLOYD'S REGISTER OF SHIPPING



No 6861

Port DUNEDIN N.Z.

21st February 1964

This is to Certify that

H.R. McStay

the undersigned Surveyor to this Society did at the request of Messrs Brodrick and Chalmer and in conjunction with the representatives of the Otago Harbour Board Owners of the Hopper Dredge "OTAKOU" for the purpose of ascertaining further information and clarification of their Claim No 2/M558 and completion of the Questionnaire from William Richards & Son London dated 23rd September 1963.

- (1) Copy of Sailing Master's Log Book.
Thursday, 1st November 1962
8.00 a.m. Start Work.
8-10 a.m. Left George Street Wharf for Heywards Point.
10.20 a.m. Rung Stop.
While returning from Heywards Point hoisting gear gave way and ladder became imbedded in the bottom at Pulling Point.

M. ALLUM,
DREDGE MASTER.

Also attached copy of Engineer's report to the "Board Members".

Period of repairs as entered on Dunedin Report No 6482.

"Vessel entered drydock at Port Chalmers at approximately 9-30 a.m. on the 9th November 1962 and undocked approximately 10-00 a.m. on the 22nd November 1962.

Ladder hoisting and bucket trials were carried out during the afternoon on the 22nd November 1962 and minor adjustments and replacement completed on the morning of the 23rd November 1962."

- (2) Claim for labour during salvage operations:- £1532-7-5
One only attached List of Names, Hours worked and earnings.
The List contains both crew and additional labour.
- (3) Claim for Labour during docking and repairs:- £437-12-1
One only attached List of Names, Hours worked and earnings.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

- (4) The Mechanical Engineer was paid £50 extra (above his ordinary salary) and this was charged to the account. No other charge has been made in regard of the Mechanical Engineer despite the fact that he was working on the salvage for the whole of the operation.

The Pilot Launch was used at various times during the salvage operation for ferrying personnel to and from the dredge. A charge for the labour of the crew is made but no charge for the launch itself. Thus this amount is made up as follows:-

W.L. Coxhead	-	Mechanical Engineer	£50-0-0
A. McKendrick	-	Master 49 hrs. ordinary at 11/11	27-6-5
J.S. Bloy	-	Engineer 49 hrs " " 11/11	27-6-5
			<hr/> £104-12-10

- (5) (a) The Launch "KAKA" was used extensively during the salvage operation for ferrying personnel to and from the dredge. £2-10-0 per hour is the hire charge for the Launch "KAKA" as prescribed by the Board's By-laws. Thus the charge is 76 hours at £2-10-0 = £190-0-0. The Launch "KAKA" is owned by the Board.

(b) This is the labour of the driver of the Launch "KAKA":-

D.C. Howe	35½ hours at ordinary time	£13-11-4
	15½ " at 1½	8-2-9
	25 " at Double time	17-3-9
	Extras	1-8-4
		<hr/> £40-6-2
		=====

- (c) It was decided that instead of charging the full towage rate for the Tug "OTAGO", that due to the fact that the salvage was the Board's own property, basic costs only would be charged viz:
Fuel and Labour.

12.25 tons of fuel were used = 12.25 tons at £9-7-3 =

£114-13-10

- (d) Wages of Crew of Tug - Please see one only attached List.

- (6) (a) Repairs did require the dock for the full period of 11 days.
(b) No - Drydocking specifically for repairs to damage incurred.
(c) No

(7) (a)

1/11/62	8.00 Tons
2/11/62	8.30 "
3/11/62	8.50 "
4/11/62	7.20 "
5/11/62	8.80 "
6/11/62	9.30 "
7/11/62	6.40 "
8/11/62	3.50 "
9/11/62	3.00 "
10/11/62	1.50 "

64.50 tons at £9-7-3 per ton - £603-17-8
=====



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- (b) Sisal Rope was used during the salvage operation in the following quantities:-

93 lbs. of 2" Sisal Rope
143 lbs. of 2½" Sisal Rope
200 lbs. of 3" Sisal Rope

The rope was taken from the Otago Harbour Board stock and about 50% was broken during the salvage operations and of no further use.

The remaining 50% (approx. value then £20= was used for general dredge purposes after restarting work.

- (c) Yes from Harbour Stock.

- (d) This galvanised pipe was used for piping air from shore air receivers to hoisting engine.

- (e) This item covers provisions used on board the dredge, tug and pilot launch during the salvage operation. Due to the fact that most work was only able to be done on the high tide without regard to meal hours, meals had to be supplied on board these vessels.

Provisions used were:-

Groceries	£51- 6- 8
Meat	14-17- 9
Vegetables	7- 0- 0
Milk	3-15- 0

£76-19-5 photo copies of
===== vouchers attached.

- (f) Steel - all used in the salvage operation - 10½ inch Shaft Steel was used for a lifting pin - Link Steel was used for linkage on lifting gear and Steel plate used for side cheeks of lifting blocks.
Shackle (1) and Pins (3) were for replacements of those in the mud at the time of the mishap.

- (g) No answer required.

- (h) Cover plate relates to Surveyor's report item No 11 "Cast iron end plate".

- (i) The wire rope was used during the salvage operation for lashing the ladder to the lifting gear. The wire rope was in the ma' broken into small lengths and has no residual value as there is no market in New Zealand for scrap wire rope.

- (j) These items were incidental to the salvage and repairs - viz. Timber used for blocks in the lifting operation. Hire of Air Compressor from Otago Harbour Board used in repairs and the Air for the diving operations during the salvage.

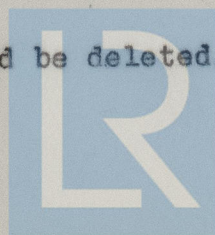
- (k) No answer required.

- (8)(a) Job 2034: This was for work done on the lifting gear during the salvage operation.

- (a) Job 2039: These were repairs carried out on the lifting blocks and the hoisting engine while the dredge was in dock.

- (b) Job 2047/4113: Details of this job are as follows:-
To removing wooden lining from Hoist Engine brake band, and cut band to shape. Rivet Ferodo Lining on band.

- (c) Accidentally inserted and should be deleted.



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- (d) Overtime has been included only in that portion of the account which applies to the salvage operation. This is because work was possible only when conditions (tide etc.) permitted. No overtime has been charged for the period during which the dredge was in dock.
- (9) Photo copy of account attached.
- (10) The wires used were broken into several pieces. Two wire ropes for Tug were 360 feet each and 4" circ. Wires were broken and considerably damaged but it is understood that two short strops of approximately 60 feet each have been made up but for no particular purpose.
- (11) (a) Documents, photo copies attached.
- (b) Question has been addressed to J.B. Westrays.
- (c) Harbour Board's valuation in 1963 was stated to be £290,000-0-0

.....*A.R. Mc Stay* H.R. Mc Stay
Surveyor to Lloyds Register

FEE:- £8-0-0

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