

DISCLOSED SECTION 593
25 APR 1950

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No. 4948

Rpt. 9.

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

Received at London Office

19 APR 1950

Date of writing Report 19... When handed in at Local Office 19... Port of WELLINGTON N.Z.

No. in Reg. Book 14752 Survey held at WANGANUI Date: First Survey 23-2-50 Last Survey 27-3-50 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel - T.S. Tug "KAHANUI"

Tonnage { Gross 237 Net - Vessel built at Dublin By whom Dublin Dockyard Co. When 1926 Month 10
Engines made at Glasgow By whom W. Beardmore & Co. When "

Nominal Horse Power 160 MN. Boilers, when made (Main) (Donkey)

No. of Main Boilers 1 w 78 Owners Wanganui Harbour Board Owners' Address (if not already recorded in Appendix to Register Book.)
Port Wellington Voyage

No. of Donkey Boilers am Pressure - n Main Boilers 170 lbs. Managers 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. 46332 Port Wln

Particulars of Examination and Repairs (if any) B.S.

(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.)

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

" " Donkey " " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not thus be 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?

State latest date of internal examination of each boiler 23-2-50 Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? YES To what pressure were they afterwards adjusted under steam? 180 lbs M

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 Boilers?

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

Did the Surveyor examine all the mountings of the Main Boilers? YES and of the Donkey Boilers?

Has screw shaft now been drawn and examined? NO 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 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?

State 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 and/or power fitted?

If so, 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

Now done: Boiler opened up for survey and examined internally and externally with its doors and mountings. Safety valves adjusted under steam pressure as stated above.

Minor repairs to refractory casing being effected.

Starboard main engine complete with pumps opened up and all parts examined. This was done on account of the Marine Department's requirements and therefore the opportunity was taken to examine the parts thus exposed. General service pump windlass & steering engine and gear was also examined. Minor repairs executed, steering gear chains annealed.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now seen

(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, L.M.C. 9,11, or

L.M.C. 140 lb., F.D., &c.) CS 3,34

is in an efficient condition and eligible to be continued as classed with fresh record of B.S. 3-50

Survey Fee (per Section 29) £ 9 : 5 : - Fees applied for, 19

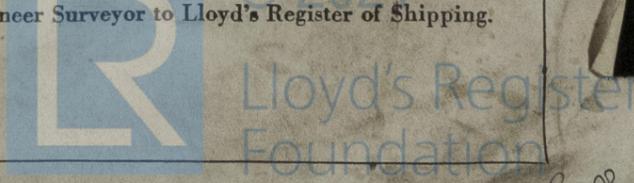
Special Damage or Repair Fee (if any) (per Section 29.) 11 : - : - Received by me, 19

Travelling expenses (if chargeable) £ : : -

Committee's Minute / TUES. 2 MAY 1950

Assigned As now B.S. 3-50

Engineer Surveyor to Lloyd's Register of Shipping.



011130-011139-0065

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

BS due 9.49 now held
Part machinery examined

It is submitted that
this vessel is eligible for
THE RECORD. BS 3.50

JM
28.4.50



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Foundation