

Rpt. 9.

## Report of Survey for Repairs, &amp;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)

Tonnage { Gross 237 Vessel built at Dublin By whom Dublin Dockyard Co. When 1926 Month 10  
Net — 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.)  
Managers Port Wellington Voyage

No. of Donkey Boilers 1 w 78 If Surveyed Afloat or in Dry Dock Afloat  
Main Boilers (State name of Dock.)

No. of Donkey Boilers in Donkey Boilers

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 4632 Port Wanganui

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? YES

To what pressure were they afterwards adjusted under steam? YES

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES

and of the Donkey Boilers? YES

Did the Surveyor examine the drain plugs of the Main Boilers? YES

and of the Donkey Boilers? YES

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

and of the Donkey Boilers? YES

Has screw shaft now been drawn and examined? NO

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? YES

Has shaft now been changed? YES

If so, state reasons

Has the shaft now fitted been previously used? YES

Has it a continuous liner? YES

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? YES

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? YES

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YES

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

LMC 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 : - : -

Travelling expenses (if chargeable) £ : : -

Received by me, 19

Committee's Minute TUES. 2 MAY 1950

Assigned

As now

B.S. 3-50

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

011130-011139-0065



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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