

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 20th April 1954 When handed in at Local Office 19 Port of LYTTELTON

Book. Survey held at Lyttelton Date. First Survey 23rd March Last Survey 26th March 1954  
(No. of Visits 1)

on the Machinery of the Wood, Iron or Steel Tu Senu M.S. "PUKEKO"

Gross 738 Vessel built at Goole By whom Goole S.B. & Repg. Co. (1927) Ltd. Year. Month. 1928 - 3  
 Net 383 Engines made at Beloit, Wis. By whom Fairbanks, Morse & Co. Ltd When 1930  
 As Per Rule 276 Boilers, when made (Main) -- (Donkey) 1930  
 Main Boilers -- Owners Richardson & Co. Ltd. Owners' Address --  
 Donkey Boilers 1 Managers -- (if not already recorded in Appendix to Register Book.)  
 Pressure -- If Surveyed Afloat or in Dry Dock Dry dock Port Napier, N.Z. Voyage Coastal  
 Main Boilers -- (State name of Dock.) Lyttelton Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. -- Port --  
Particulars of Examination and Repairs (if any) New Propellers

HULL	MACHINERY
+100A1 Auk	<del>6.53</del>
6.53	+NE 11.30
ssAuk.-11.49	+NDB 30
+NE 11.30	+IMC CS 11.49
+NDB 30	DBS 10.53
	OIL ENGINES
	CONTINUOUS SURVEY

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 details in the body of the report, should be briefly summarised at the end of the report. State also the dates and contents of any letters respecting this case.

Where 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.

Has 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?

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

State for what reasons. What parts of the Boilers could not be thus thoroughly examined?

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 the latest date of internal examination of each Boiler. Present condition of funnel(s).

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

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

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the bush.

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?

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

FITTING OF NEW BRONZE PROPELLERS. New bronze propellers fitted. Marks Southampton 11/12/53

nos. E. 2900 and E. 2910. Solid 3 blade manganese bronze propellers, 6' 0" diameter.

Lloyd's No. 527 10/12/53 J.F.C. Tapers keyways, fastenings etc. examined and found in good order.

### General Observations, Opinion, and Recommendation:—

(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, etc.)

The Machinery of this Vessel, as now seen, found in good and efficient condition and the Vessel

is in my opinion, eligible to remain as classed in the Register Book.

Fees applied for, 5 : 0 : 0  
 After Hours 2 : 0 : 0  
 Damage or Repair Fee (if any) £ : :  
 (per Section 23.)  
 Expenses (if chargeable) £ : 5 : 0  
 Received by me, B.P. Bantell  
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Surveyor's Minute TUESDAY 25 MAY 1954

Deferred for CP CS



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

Is a Certificate required? If so, to be sent to

Docking  
Propellers removed

It is submitted that this  
vessel is eligible to remain  
as CLASSIFIED.

Ken

18.5.54



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