ot. 9. No. 38753.

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

(Received at London Office 8 MAR 1928)

Date of writing Report 6 MAR. 1928. When handed in at Local Office 7 MAR 1928 19 Port of HULL.

No. in Reg. Book. Survey held at GOOLE. Date, First Survey 27 JAN. Last Survey 28 JAN. 1928. (No. of Visits 2.)

+2319 on the Machinery of the ~~Wood, Iron or~~ Steel W.S.S. "PUKEKO."

Tonnage { Gross 736 / Net 322.

Nominal Horse Power { 98

No. of Main Boilers 1 SB.

No. of Donkey Boilers ✓

Steam Pressure—in Main Boilers 200 lbs.

in Donkey Boilers ✓

Vessel built at GOOLE By whom THE GOOLE SHIPBUILDING & REP. Co Ltd When 1928.

Engines made at NEWBURY. By whom PLENTY & SONS. Ltd When 1927.

Boilers, when made (Main) 1927. (Donkey) ✓

Owners RICHARDSON & Co Ltd Owners' Address (if not already recorded in Appendix to Register Book).

Managers Port NAPIER. Voyage

If Surveyed ~~Afloat or~~ in Dry Dock No 2 GOOLE. (State name of Dock.)

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1		
Class contemplated.		

Last Report No. Port

Particulars of Examination and Repairs (if any) DAMAGE.

Periodical Surveys, when held, must be reported in detail and seriatim 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? yes not required.

Was a damage report made by anyone else? If so, by whom? U/writers surveyor.

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

Do. " Donkey " " " ✓

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

If 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? ✓ To what pressure were they afterwards adjusted under steam? ✓

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? ✓, and of the Donkey Boiler? ✓

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

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

Has Stard 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? ✓

Has shaft now been changed? No. 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 the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? good fit.

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

This vessel was placed in dry dock for examination of damage alleged to have been caused by collision with Quay wall West Dock Goole while being moved in dock through entrance on 23 Dec. 1927.

Now done: examined Propeller (Stard.) found 1 blade broken off close to root. 1 new blade C.I. fitted.

Propeller shaft put in lathe & found in good order.

Stern bush examined & 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, &c.: thus, for example, B.S. 9,11, B.&M.S. 9,11, or ✠ L.M.C. 9,11, 140 lb., F.D., &c.)

This is for information & is suplimenty to the 1st entry report sent herewith.

Survey Fee (per Section 28) £ : :

Special Damage or Repair Fee (if any) (per Section 28.) £ : :

Travelling Expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

R. B. Grier

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 9 MAR 1928

Assigned See F.E. yrt attached

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

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

If Stockless, state Mechanical Tests

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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