

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

(Received at London Office - 4 DEC 1929)

Date of writing Report 3rd Dec 1929 When handed in at Local Office 3rd Dec 1929 Port of Leith

No. in Reg. Book 41785 Survey held at Leith Date, First Survey 30th Oct 1929 Last Survey 22nd Nov 1929 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel M.V. "Port Waikato"

Gross Tonnage 668 Vessel built at Leith By whom H. Robb Ltd. When 1929

Net Tonnage 342 Engines made at Beloit Wis. By whom Tairbank, Morse & Co When 1929

Nominal Horse Power 180 Boilers, when made (Main) (Donkey) 1928 Refitted 1929

No. of Main Boilers 1 Owners A. F. Watchlin Esq. Owners' Address Port Leith Voyage New Zealand

No. of Donkey Boilers 1 Managers Both If Surveyed Afloat or in Dry Dock Both (State name of Dock.)

Last Report No. Port 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 to new or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100 A 1</u>		<u>Class contemplated.</u>
		<u>OIL ENGINES</u>

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

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.

1. 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?

2. Was a damage report made by anyone else? If so, by whom?

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

Do. " Donkey " " " yes

4. If this was not done, state for what reasons?

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

6. 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?

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

8. Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 120 lbs.

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

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

11. Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler? yes

12. Has the screw shaft now been drawn and examined? 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?

13. Has the shaft now been changed? If so, state reasons

14. 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?

15. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

The Donkey Boiler detailed in Gls Rpt No. 47922 has now been efficiently fitted on board this vessel. The boiler was examined throughout with all mountings, and was found in good order & condition. The safety valves were adjusted under steam as noted above.

One Duplex pump - 4" x 2 3/4" x 5" - & one injector have been fitted to supply the necessary feed water.

General Observations, Opinion, and Recommendation: The Donkey Boiler of this vessel

(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.)

is in a good & safe working condition, & is eligible in my opinion to be classed in the Register Book with the records of D.B. built 1928, refitted 1929 & the notation D.B.S. 11-29.

Survey Fee (per Section 28).....	£ 2:0:0	Fees applied for
Special Damage or Repair Fee (if any) (per Section 28.).....	£ : : :	
Travelling expenses (if chargeable).....	£ : : :	Received by me,
		<u>19.12.1929</u>

Committee's Minute _____ Assigned _____ TUE 10 DEC 1929 D.B.S. 11:29

John Houston
Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

Lloyd's Register Foundation

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

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

013057-013062-0255