

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

Received at London Office 13 MAY 1950

Date of writing Report 26-4-1950 When handed in at Local Office 19

Port of WELLINGTON N.Z.

No. in
Reg. Book
30339

Survey held at WELLINGTON

Date: First Survey 10-3-50

Last Survey 22-4-50 19

(No. of Visits 5)

Tonnage { Gross
Net 1798

Vessel built at Dumbarton

By whom W. Denny & Bros.

Year. Month.
When 1913 5Nominal
Horse Power 1461 MN

Engines made at do

By whom do

When

No. of Main Boilers 6

Boilers, when made (Main) 1913 & NB (Centre Shaft WT) 1936 (Donkey)

No. of Donkey Boilers 1

Steam Pressure— 200 lbs

Owners Union Steam Ship Co. of N.Z.

Owners' Address

(if not already recorded in Appendix to Register Book)

Port Wellington Voyage Australasia

in Donkey Boilers

Managers If Surveyed Afloat or in Dry Dock Floating Dock

(State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) Machy. & Boiler Survey

(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 Forward P. & S. 10-3-50
Aft P. & S. 20-3-50
Centre P. & S. 27-3-50

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 200lbs./sq. in.

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? Yes Stbd. 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? No

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 7 State the distance between lignum vitæ 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?

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

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

Vessel placed on the Floating Dock. Propellers, after end of Port and centre stern tubes, starboard stern tube renewed. Underwater sea connections and their outside fastenings

examined and found satisfactory or placed in good condition. REPAIRS: Starboard stern tube withdrawn. New tube complete with wood fitted. Spare tailshaft-fitted.

Main boilers examined internally and externally with doors, safety valves and all mountings and found or placed in good condition. The safety valves were afterwards adjusted under steam pressure to the above stated working pressure

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

(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 CS 3.34,

in an efficient condition and eligible to remain as classed with record B.S.4-50 and

Starboard tail shaft seen 3-50.

S.R. It is now submitted that item on this list - renew starboard stern tube - be now deleted.

Survey Fee (per Section 29) Boiler £ 46 : 15 : -

Tailshaft £ 3 : 15 : -

Fees applied for, 26-4-19 50

Special Damage or Repair Fee (if any) (per Section 29.) £ : : -

Travelling expenses (if chargeable) £ : 18 : 9

Received by me, 19

Committee's Minute

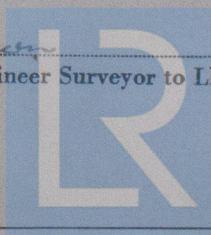
Assigned

As now, without spl cdn

Stbd S. 3.50

BS 4.50

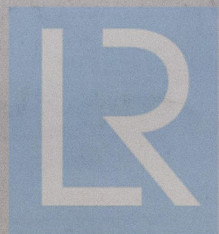
Engineer Surveyor to Lloyd's Register of Shipping.



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