

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

Received at London Office 22 AUG 1951

Date of writing Report 6-8-1951 When handed in at Local Office 19

Port of WELLINGTON N.Z.

No. in Reg. Book 80882 Survey held at WELLINGTON N.Z. Date: First Survey 19-3-51 Last Survey 26-7-1951 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel Tug S.S. "WAHINE"

Tonnage { Gross 4436 Vessel built at Dumbarton By whom W. Denny & Bros. When 1913 5
 Net 1798 Engines made at -do- By whom -do- When -do-

Nominal Horse Power 1461 MN Boilers, when made (Main) (Donkey)
 No. of Main Boilers 6 Owners Union Steam Ship Co. of N.Z. Owners' Address (if not already recorded in Appendix to Register Book.)
 Port Wellington Voyage

No. of Donkey Boilers Managers
 Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Floating Dock
 in Donkey Boilers (State name of Dock.)

Last Report No. Port Particulars of Examination and Repairs (if any) B.S. & DOCKING

(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? YES

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

" " 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? 19.3.51

State latest date of internal examination of each boiler. YES To what pressure were they afterwards adjusted under steam? 200 lbs sq.in.

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? YES, and of the Donkey Boilers? /

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? YES, and of the Donkey Boilers? /

Did the Surveyor examine all the mountings of the Main Boilers? / Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? /

Has screw shaft now been drawn and examined? NO Is it fitted with continuous liner? /

Has shaft now been changed? / If so, state reasons / Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? P. 3/32" C. 3/32" S. 1/8"

Has the shaft now fitted been previously used? / Has it a continuous liner? /

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? /

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

NOW DONE: Vessel placed on the floating dock, propellers, after ends of stern bushes, sea

connections and their fastenings examined and now placed in good condition.

All boilers opened up, examined internally and externally with doors and mountings.

Safety valves all adjusted under steam to 200 lbs per sq.in. Fire extinguishing

apparatus examined and tested.

Minor running repairs carried out.

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, L.M.C. 9.11, or

+ LMC 140 lb., F.D., &c.)

seen is in an efficient condition and eligible to be continued as at present classed

with fresh record of B.S.3-51.

Survey Fee (per Section 29) £ 52 : - : - Fees applied for, 6-8-1951

Special Damage or Repair Fee (if any) (per Section 29.) £ : : : Received by me, 19

Travelling expenses (if chargeable) £ 18 : - : -

Committee's Minute TUES. 25 SEP 1951

Assigned B.S. 3.51

L. K. Rumber
 Engineer Surveyor to Lloyd's Register of Shipping.

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

L110-9601M

RETAIN

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