

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report. 21st Dec. 1936 When handed in at Local Office 19... Port of WELLINGTON

No. in Survey held at WELLINGTON FLOATING DOCK, Date, First Survey 12th August Last Survey 21st Dec. 1936  
Reg. Book. AND SLIP & FERRY WHARVES, WELLINGTON (No. of Visits 27)

86386 on the Wood, Iron or Steel Ship STEAMER "WAHINE"  
TONNAGE: GROSS 4436 Built at DUMBARTON By whom W. DENNY & BROS. When 1913 5-mo.  
UNDER DK. 3189 Owners UNION STEAM SHIP CO. OF N.Z. LD. Owners' Address  
NET 1798 Managers Port belonging to LONDON

Surveyed Afloat or in Dry Dock? BOTH Name of Dock WELLINGTON FLOATING DOCK Destined Voyage WELLINGTON-LYTTELTON  
WB=CellDBorDBa 67 feet; uE&B 125 feet; f 104 feet  
total capacity 325 tons. FPT 35 tons; APT 61 tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 2101 Port Wln

(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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case. My Cable of 24/9/36 and your reply received 26/9/36, and my letter of 30/9/36

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 to whom and why they were declined

CHARACTER. For Special Survey Date of last Survey and of Periodical Surveys.	Year Assigned new or expired.	Machinery and Boiler surveys (including date of N.B., if any).
+100A1		BS5, 35
Awng dk		+LMC10, 32
with freeboard		Ch P 10, 35
10, 35		C/S 8, 36
SS Dchw 16 3-12, 24		8 WTB
SS Wln 16 2-32		FITTED FOR OIL FUEL 12, 24
		F.P. ABOVE 150° F.
		Society's Freeboard (if assigned) as painted on Ship and now verified 11 ft. 0 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR 2nd Special Survey No. 3. The vessel has been laid up for six months subsequent to repairs of damage caused by collision with Pipitea Wharf, Wellington, all these repairs having been attended to by Mr. David K. Blair (see his report No. 2101). The vessel was in the Floating Dock, Wellington, until 17th August 1936 when the first examination and drill test of Hull plating were carried out, see attached sheet with record of drilling. The vessel was again placed on the blocks of the Wellington Floating Dock on 9th December 1936 and thoroughly cleaned down for examination.

HULL (OUTSIDE): Examined and found in good condition with the exception of about 100 rivets in way of the Forward Boiler Room, heads of these being defective; 10 Port and 90 Starboard.

Repairs: Port Side D/E Strake landing Frames 109-110 - 10 rivets renewed.  
Star. Side D/E Plate landing Frames 107-111 - 48 rivets renewed. Bilge Keel T. Bar

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

### PRESENT CONDITION OF THE

Decks Good	State if Tanks have been examined inside Yes	Air and Sounding Pipes Good	Copper, or Y.M. of Wood Vessels (state if on felt). When put on, Month Year
Caulking of Decks Good	State if Tanks now tested Yes	Dblg. Plates under Sounding Pipes Good	Boats Good
Coamings Good	Bulkheads Good	Engine Room Skylights Good	Masts, Yards, &c. Good
Beams & Fastenings Good	Ceiling Good	Coal Bunkers, Open'gs, Lids, &c. -	Condition, how ascertained Hammer Teste (State if wedges removed) Yes
Outside Plating Good	Cement or Asphalt (state which) Cement - Good	Oil Bunkers Good	Sails None
" " in way of sidelights Good	Rudders Good	Scuppers Good	Equipment letter X
Breasthooks Good	Steering gear and its connections Good	Cargo Hatchways Good	Anchors, No. of 5 (3 Bower Stock 1 Stream Ord. Good 1 Kedge)
Transoms Good	Windlass Good	Hatches Good	Chain Locker
Frames Good	Have pumps now been examined and found efficient? Yes	Pianking of Wood Vessels ditto	Cables (state if now ranged) Yes
Reverse Frames -	Have Sluice Valves now been examined and found efficient? -	Caulking ditto	" length 270 Fms mean diam 5.2" (on board)
Longitudinals -	Have Watertight Doors now been examined and found efficient? Yes	Treenails ditto	" Rule length 270 Fms size 2.2/16
Transverses Good	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson ditto	Hawser & Warps Good
Floors Good		Transoms Pointers, & Crutches ditto	Standing and Running Rigging Good
Keelsons Good		Timbers of Frame at openings ditto	
Stringers Good		Ditto Ditto at other places ditto	
Inner Bottom Plating Good		Stringers, Clamps & Sheifs ditto	
		Salting ditto (State if examined.)	

### General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

ELIGIBLE TO REMAIN AS CLASSED WITH FRESH RECORD 2ND S. S. No. 3 - 11, 36 WHEN SURVEY OF FUEL OIL TANKS IS COMPLETED.

Survey Fee (per section 29)	£ 34 : 7 : 6	Fees applied for, 21/12/1936
Special Damage or Repair Fee (if any) (per Sec. 29)	£ :	Received by me, 19
Travelling Expenses (if chargeable) & Cables	£ 3 : 7 : -	
Second Surveyor's Fee (if any)	£ :	

Committee's Minute note  
Character Assigned 100A1  
Note Blr Wln  
Note Wln  
TUE 23 FEB 1937  
100A1 Ann. St. w/f  
Fitt. for oil fuel to  
Pt. 12-36  
Without spl. tank

Surveyor to Lloyd's Register of Shipping.

FRI 18 JUN 1937

+ N.B. (Cont. Starboard) 12.36 Wln  
Wln

Messrs Union Steam Ship Co. of N.Z. Ltd Wellington when all complete

Is Certificate required? If so, to be sent to

W1076-0133 1/3

56235  
11 FEB 1937  
YES  
NOW

10m. 12.34. Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Frames 107-111 - 42 rivets renewed, landings caulked and repairs subjected to high pressure hose test. Tests satisfactory.

The general condition of the shell plating is good, see drill test sheet, the heaviest wastage being admidships and is internal in way of the A1 & A2 Boilers now removed.

HULL (INSIDE): The greater part of the Hull inside is taken up by passenger accommodation and is unlined with the exception of the dining saloons fore and aft on the lower deck, sections of lining being removed to enable the plating to be cleaned and repainted under the side lights. All the surfaces under openings and sidelights, including deck heads, are good and well coated with paint.

Bulkheads & Deck Heads: Examined and found in good condition with the exception of the Deck Head over the aft tunnel flat under the square of the hatch of No.3 Hold.

Repairs: 190 sq. ft. of 5/16" plating renewed Frames 29 to 35 from starboard side to admidship, wooden decking in way of same renewed, caulked and payed.

Ash Shoots: All parts have been removed and holes in ship's side plated over.

Plating under Side Lights and Openings: Examined and found in good condition and painted.

Framing, Stringers, Transoms & Breasthooks: Examined and found in good condition.

Inner Bottom Plating & Floors: Examined and found in good condition with the exception of one floor attachment No.1 D.B. Tank. (See under D.B. Tanks).

Tunnel: The two tunnel flats were examined and found in good condition with the exception of repairs as stated under Deckheads.

Cement: In good condition except all the F.W. D.B. Tanks which were just cleaned and given two coats of cement wash.

Bilges: Thoroughly examined throughout and found in good condition. All bilges and bulkhead bottoms were cleaned down and coated with Res-Q-Steel with the exception of

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per Rule, Description, Makers of Cables, When and where tested and Superintendent.

the bilges in the Engine Room and Boiler Room.

Holds, Sparring & Ceiling: There are three holds under the passenger accommodation Nos 1, 3 & 4; these were examined together with sparring and ceiling and found in good condition with the exception of that portion under the hatch square of No.3 Hold. All ceiling lifted in No.1 Hold.

OIL BUNKERS: The Port & Starboard Deep After Cross Oil Bunkers were examined internally and externally and found in good condition and tested to Rules. The 5 Side tanks 2 P. & 3 S. will be examined at the next annual survey of the vessel. These are situated P. & S. side of the Boiler Room.

SURVEYOR TO LLOYD'S REGISTER WELLINGTON : N.Z.

COFFER DAMS (2): Examined and found in good condition. D. B. TANKS: There are six of these of which Nos 2 & 3 are fuel oil tanks and both divided. Nos 4 & 5 are also divided and at the forward end of the Star. No.4 there are a few bays used as a hot well. Nos 1 & 6 are common. All the ceiling lifted from No.1 Tank. All tanks were examined internally and externally and found in good condition with the exception of one floor end attachment to margin at Frame 38 port side 4 defective rivets. Also tank tops of Nos 2 & 3 in way of Boiler Room drill tested, see attached drawing. Several thin places here were repaired.

Repairs: No.1 Tank port side - defective rivets at Frame 38 renewed.

Nos 2 & 3 D.B. Tank Tops -

Port Side - Inboard plate at Frame 110 sheathed 41" x 16". Outboard plate between Frames 106/107 sheathed 36" x 16". Inboard plate between Frames 86/88 sheathed for width 25"

Star Side - Inboard plate between Frames 104/112 plate cut out and renewed 1/2" plate. Inboard plate " " 101/104 sheathed for width 16" " " " 100/101 " " 24" " " " 98/99 " " 26" Outboard " " " 91/94 " " 24"

All sheathing plates 1/2" thick and fillet welded round edges and plug welded at rivets in floors and intercostals electrodes.

All these Tanks with their pumping connections, rose boxes, filling, sounding and air pipes were examined and found in good condition. Nos 5 & 6 D. B. Tanks were scaled at the top and top bars afterwards cleaned out and received two coats of cement wash. Nos 1 & 4 received one coat of cement wash. All tank tops except in Engine Room and Boiler Room spaces were cleaned down and coated with Res-Q-Steel. Manhole doors examined and found in good condition with the exception of 2 defective doors in No.2 D.B. and 1 in No.3 D.B. Tank. Defective doors renewed.

After all repairs were completed Tanks were tested to Rules.

PEAK TANKS: (F. & A). Examined and found in good condition with the exception of the

After Peak Tank, P. & S. side angle pillar gusset plates being defective. These were cut out and renewed, 8 in number. This tank was also scaled out round the top portion and painted before receiving cement wash. All the pumping connections, strums, air, sounding, filling and overflow pipes of these tanks were examined and found in good condition with the exception of the sounding pipe of the After Peak which was renewed and secured.

DECKS: Examined and found in good condition with the exception of about 12 sq. ft. under galley bunker which was thinning. This portion was sheathed with 3/8" plate and fillet welded round edges electrodes also attachment to beams. Wood sheathing in good condition with the exception of a few defective places where graving pieces were fitted. The whole of the wooden sheathing of the promenade deck was caulked and payed, also the forward end of the bridge deck. These are now in good condition.

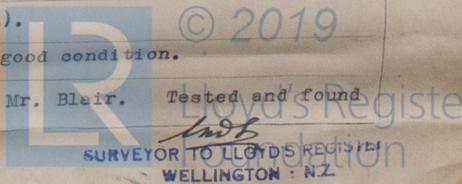
MASTS, SPARS & RIGGING: All mast wedges were removed, masts examined and found in good condition. Shrouding was laid back at eyes, screw boxes eased up and examined and some shackles and pins were dealt with. All these parts are now in good condition.

HATCHES, COAMINGS, COVERS & SUPPORTS: Examined and found in good condition. For renewals vide my Form C11(c) No. 2171 (Freeboard) thereon.

VENTILATORS & DECK OPENINGS: Examined and found in good condition together with their plugs and covers (vide my Form C11(c) No. 2171 thereon).

STEERING GEAR (HAND): Examined and tested and found in good condition.

RUDDER, QUADRANT & TILLER: Bow & Stern. Dealt with by Mr. Blair. Tested and found



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

W1016-0133

operate properly after adjustments by myself.

WINDLASS, HAWSE & SPURLING PIPES: Opened up and examined, adjustments made as required, afterwards tested by steam under working conditions and tests satisfactory. The hawse and spurling pipes were examined and found in good condition.

ANCHORS & CABLES: There are 5 anchors - 3 Bower (Stockless), 1 Stream and 1 Kedge (Stock) and 270 Fathoms of 2.2/16" Stud Link Cable which was ranged and the smallest mean diameter being Port 2.1/32", Star. 2", wastage at the nip of 2 lengths on each side. The cable was rusty but in good condition with the exception of the above..

CHAIN LOCKER: Ceilings were lifted and Locker examined with the bitter end shackles which were greased. All were in good condition.

HAND PUMPS: All were shipped, tested and worked satisfactorily.

WATERTIGHT DOORS: Examined and found in good condition. W.T. Door No.1 Hold Boiler Room Bulkhead was removed also plate to enable pressure parts of Boilers to be moved into Boiler Room from No.1 Hold. This plate was reriveted, door frame jointed and bolted in place, afterwards hose tested. All doors were operated and found satisfactory. The two Sluice Valves P. & S. of the Forward Boiler Room Bulkhead were fitted with blank flanges, all fastenings examined and found good.

SOUNDING PIPES & DOUBLING PLATES UNDER SAME: Examined and found in good condition.

FREELING PORTS, SCUPPERS & STORM VALVES: These parts were examined and found in good condition. All storm valves except those in way of side tanks in Boiler Room were examined and repaired as required. These parts are all now in good condition.

HAWSERS & WARPS: Examined and found in good condition, being of ample size and length. Bitts and Leads also in good condition; rope grooves in the forward bitts were built up electrodes and ground flush.

BOATS & DAVITS: Examined and found in good condition, vide my Form Cl1(c) No. 2171 thereon.

FREEBOARD MARKS: Vide my Form Cl1(c) No. 2171 for Renewal of Certificate. Marks agree with Certificate No. 4743 dated 16/6/33 posted in the chart room. ✓ ✓

Fire Appliances - Examined and found in good condition; 3 lengths of fire hose renewed. About 60% of the Froth & Co's extinguishers discharged, tested and recharged.

EXTREME WIDTH: The extreme width of vessel over belting is 52'9 1/2". *not for record over 1000 t. gross*

*George D. Lippell*

SURVEYOR TO LLOYD'S REGISTER  
WELLINGTON : N.Z.

W1076 - 0123 2/3