

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 27 JUL 1942)

Date of writing Report 22<sup>nd</sup> July 1942 When handed in at Local Office 24.7.1942 Port of Bristol

No. in Reg. Bk. 34600 Survey held at Avonmouth Date First Survey 15<sup>th</sup> July 1942 Last Survey 15<sup>th</sup> July 1942  
(No. of Visits)

84753 Gross 12436 Tonnage Net 7647 Vessel built at Glasgow By whom Harland & Wolff Ltd. Year 1935 Month 2  
Engines made at do By whom do When 1935

Nominal Horse Power 1631 Boilers, when made (Main) do (Donkey) 1935  
No. of Main Boilers 2 DB Owners Shaw Savill & Albion Co Ltd. Owners' Address do  
No. of Donkey Boilers 2 DB Managers do (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers 100 lb. Port Southampton Voyage do

in Donkey Boilers 100 lb. If Surveyed Afloat or in Dry Dock (State name of Dock.)  
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 1926 Port BOA

Particulars of Examination and Repairs (if any) part + LMC, CS

(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.

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?

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

If this was not done, state for what reasons part donkey boiler stated to have been examined at a recent date in a colonial port.

And what parts of the Boilers could not be thus 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. part donkey 19-6-42.

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 Boilers?

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

Has the screw shaft now been drawn and examined?  Is it fitted with continuous liner?  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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  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.

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?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete + LMC, CS see Form 7E

The following parts examined and found in good condition:  
Port Main Engine: Nos 2 & 10 cylinders, covers, pistons, piston rods, crossheads & bushes and connecting rods  
Starboard Main Engine: Nos 2 & 4 cylinders, covers, pistons, piston rods, crossheads and bushes and connecting rods

After port generator engine examined in its entirety. Port & starboard fresh water circulating water circulating pumps and centre lubrication oil pumps examined. Port & starboard daily service fuel oil tanks. Gravity fuel oil tank. Generator fuel oil service tank. Lubricating oil renovating tanks. All tanks examined internally and externally together with their mountings.

D. B. S. :- The port donkey boiler examined internally and

General Observations, Opinion, and Recommendation: This vessel's machinery, as now seen, is in good condition and eligible in my opinion to remain as classed and to have record of D. B. S. with fresh date.

Survey Fee (per Section 29) part DBS £ 2 0 0 Fees applied for 23.7.1942  
Special Damage or Repair Fee (if any) (per Section 29.) £ : :  
Travelling expenses (if chargeable) £ 4 0 Received by me, 19

Committee's Minute As now  
Assigned As now

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years since survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1 with</u>		<u>LMC, CS</u>
<u>freeboard 10.41</u>		<u>98.39</u>
<u>88 Lon No1-38</u>		<u>8.41</u>
<u>Oil Eng.</u>		<u>DBS 8.41</u>
		<u>T.S. CL 6.41</u>
		<u>+ Lloyd's RMC 12.41</u>

Oil Engines Continuous Survey

J. Brookes Smith  
Engineer Surveyor to Lloyd's Register of



Lloyd's Register Foundation

W1158-0167

If so, is the Report sent now, or when will it be sent?

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

If so, to be sent to

Twin Lo "Wairangi"

externally together with its safety valves, mountings, manhole doors and fastenings and found to be in safe working condition. The safety valves of port and starboard donkey boilers afterwards adjusted under steam for a working pressure of 100lb per square inch.

L Brooke Smith

RECEIVED

RECEIVED

Partly held  
Starboard boiler was examined  
Colonial port but report has not been  
received yet.

It is submitted that this  
WILL BE eligible for  
the records. (with date) when  
the Starboard boiler has been  
examined

Thus  
0.8.42