

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

(Received at London Office

24 DEC 1936

Date of writing Report Nov. 9th. 1936. When handed in at Local Office

19

Port of Lyttelton

No. in Reg. Book. Survey held at Lyttelton

Date, First Survey August 25th Last Survey November 2nd 1936.

(No. of Visits Two.)

85018 on the Machinery of the Wood, Iron or Steel CS. "TEES"

Tonnage { Gross 546
Net 217

Vessel built at Goole

By whom Goole S.B. & Repp. Co., Ltd. When 1911-11

Nominal Horse Power { 78

Engines made at Middlesborough

By whom Richardson, Westgarth & Co. When 1911.

No. of Main Boilers 1

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers

Owners Westland Shipping Co., Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port

Voyage N.Z. & Chatham Islands.

Steam Pressure in Main Boilers 180

If Surveyed Afloat or in Dry Dock Afloat

(State name of Dock.)

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

Last Report No. 1305 Port Lyttelton

Particulars of Examination and Repairs (if any)

(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?

" " Donkey " " " "

If this was not done, state for what reasons?

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

Present condition of funnel(s) Good.

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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

Has 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.

Is electric light and/or power fitted?

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

The undermentioned examinations were made while the vessel was laid up at Lyttelton, at the request of the Chief Engineer.

A new Funnel has been fitted.

Cylinders and Valve Chests and Pistons and Valves... In good order.

Air, Circulating, and Feed Pumps, and Valves... In good order.

Crank Shaft, Main Bearings, Crank Pins and Bottom End Bearings... In good order.

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 L.M.C. 140 lb., F.D., &c.)

CS 3.34.

The Boiler Survey and Screwshaft Survey are due but the Managing Owner does not wish to complete the Surveys as the vessel is being withdrawn from Class.

Survey Fee (per Section 29) £2 : 0 : 0

Fees applied for

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

19

Travelling expenses (if chargeable) £0 : 2 : 0

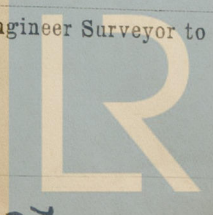
Received by me, 19

Committee's Minute

Signed

Not for Classing
Committed

J. F. Funnell
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W1306-0027

4
This vessel
being unclassified
no action is necessary
Jm
5:11:37



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