

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

TUE. AUG. 25. 1914

(Received at London Office)

Date of writing Report 15. 7. 1914 When handed in at Local Office 15. 7. 1914 Port of Sydney N.S.W.
 No. in Reg. Book. Survey held at Sydney N.S.W. Date, First Survey 8. 7. 14 Last Survey 11. 7. 1914
 59 on the Machinery of the Wood, Iron or Steel S.S. Kaitangata Master J. Baldwin
 Gross 1981 Vessel built at Sunderland By whom Osbourne, Graham & Co When 1907. 10
 Net 1294 Engines made at Sunderland By whom G. Clark Ltd. When 1907
 Registered Horse Power 198 Boilers, when made (Main) 1907 (Donkey)
 No. of Main Boilers 2 Owners Union S.S. Co of N.Z. Port Dunedin N.Z. Voyage New Zealand.
 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Both Woolwich Dry
 in Donkey Boilers 1 (State name of Dock.) Sydney Harbour.

Last Report No. Port

Particulars of Examination and Repairs (if any) 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

Do. " 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?

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

To what pressure were they afterwards adjusted under steam? 180 lb.

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 Boiler? ✓

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

, and of the Donkey Boiler? ✓

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

, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Has shaft now been changed? ✓ If so, state reasons

Is the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8 Full.

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

This vessel placed in dry dock. Propeller examined & outer end of stern bush and fastenings, and found good. The stern tube nut slightly corroded at edge of face. now taken back, face cleaned and lightened up and edge of face caulked.

Main boilers opened, examined & found in good condition internally and externally.

All mountings examined. found. Boilers seen under steam and safety valves adjusted to 180 lb.

General Observations, Opinion, and Recommendation:— This vessels machinery 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.S.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

now in good condition, eligible in our opinion to remain as classed with fresh record of Boiler Survey. 7. 14 noted

Survey Fee (per Section 25) £ 3 : 3 : 0 Fees applied for 16. 7. 1914.
 Special Damage or Repair Fee (if any) £ : :
 (per Section 25.)
 Travelling Expenses (if chargeable) £ : :
 Received by me, 19

A.C. Heron
 Wm. Robertson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRI. AUG. 28. 1914

FRI. JUN. 4-1915

Assigned

B.S. 7. 14.

TUE. 21. SEP. 1915

BS due 7.14 now held
Scraper due 7.14 as
arrangement stated

It is submitted that
this vessel is eligible for
THE RECORD. BS 7.14

26.8.74

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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