

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

(Received at London Office)

MAR 19 1914

Date of writing Report 3/2/14 When handed in at Local Office 19 Port of AUCKLAND N.Z.

No. in Reg. Book Survey held at AUCKLAND Date, First Survey 27/1/14 Last Survey 7/2/14 1914

199 on the Machinery of the Wood, Iron or Steel S.S. "KARORI" Master J. Mawson (No. of Visits 9)

Tonnage { Gross 1863 Vessel built at STOCKTON By whom Craig Taylor & Co When 1902 MONTH 2
 Net 1194

Registered Horse Power 189 Engines made at SUNDERLAND By whom N.E. Marine Eng. Co. Ltd. When 1902

of Main Boilers 2 Boilers, when made (Main) 1902 (Donkey) 1902

of Donkey Boilers 1 Owners Union S.S. Coy of New Zealand Ltd Port DUNEDIN Voyage Interstate

Working Pressure—
 Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Both (Auckland)
 Donkey Boilers 80 lbs (State name of Dock.)

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

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 AI</u>		<u>BS 3, 13</u>
<u>3, 13</u>		<u>LMC 3, 10</u>
<u>S.S. Syd: No 2-II</u>		<u>75 6 12</u>

Next Report No. _____ Port _____

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 nature 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 summarized at the end of the report. State also the date and initials of any letters respecting this case.

Where 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 " " " Yes

Where this was not done, state for what reasons? _____

What parts of the Boilers could not be thus thoroughly examined? _____

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these 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? 160 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 80 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? Yes

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

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? _____ or two liners? 2 liners or is it without liners? _____

Has the shaft now been changed? No If so, state reasons: _____

Has the shaft now been fitted new? No Has it a continuous liner? _____ or two liners? _____ or is it without liners? _____

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Close working fit

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

SPECIAL SURVEY NO. 8

MACHINERY &c.: Crank, tunnel and screw shafting examined. NOTE: On third length of shafting from stern of Karori, there is a "reed" in bearing 4 1/2" long, running parallel to axis (fore and aft). This "reed" has been marked at a former survey and is not extending. Pumps, connecting rods, valve spindles, link motion, bilge injection pistons, slide valves, piston valve, air circulating, feed and bilge pumps, all examined and found to be in good order and condition. 6 lignum vitae strips renewed in stern bush. There is a fracture of screw shaft in the coupling between two bolt holes, on centre line of bolt circle; the coupling has been reinforced by a band 1" thick and width of coupling. The bolt holes were not true, and were rimmed out and bolts refitted.

BOILERS. Examined both inside and out, including safety, main stop, and auxiliary valves and cocks, also g: mountings and test cocks, all found or put in good order and condition. All leading removed for survey and renewed. Donkey Boiler Examined inside and outside, together with all mountings &c.: and

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, R.&N.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

I recommend that the following alterations be made in the existing classification of this vessel's machinery and boilers, consequent upon this survey viz:—B.S. 2, 14 and L.M.C. 2, 14

Survey Fee (per Section 24) £ 11. 10. 0 Fees applied for 10/2/14 1914

Special Damage or Repair Fee (if any) £ _____ Received by me, _____ 1914

Travelling Expenses (if chargeable) £ _____

Char. C. Plunket
 SURVEYOR TO LLOYD'S REGISTER
 AUCKLAND, N.Z.

Acting Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute HE MAR. 31. 1914

Assigned Lmb. 2. 14

FRISER 24. 1915

Lloyd's Register Foundation

W1487-0135

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

all found or put in good order and condition. Safety valves of both main and donkey
boilers, adjusted.

MACHINERY &c: contd: All main and other inlets, cocks, and sea connections and their
fastenings examined and found or put in good order. Screw shaft drawn for examination
stern tube, propeller and fastenings examined and found or put in good order and con-
dition.

H.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

S.S. 203 due 2.14 1894

*It is submitted that
this vessel is eligible for
THE RECORD, + L.M.C. 2.17*

*S.S. 203
20-3-14*

OF THE SERVICES AND EQUIPMENT NOT TO BE GIVEN AROUND THIS MARGIN.



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