Rpt. 9.

No. 5513

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

Received at London Office 27 DEC 1952

Date of writing Report 19th Dec. 1952 When handed in at Local Office ..... 19 ..... Port of AUCKLAND N.Z.

No. in Reg. Book 81 — Survey held at AUCKLAND N.Z. Date: First Survey 15th December Last Survey 19th December 1952 (No. of Visits Two)

on the Machinery of the ~~Wood, Iron or~~ Steel Tw.Sc s.s. "PORT CAMPBELL"

Gross 8897 / Net 5284

Nominal Power 1040 MN

No. of Main Boilers 4 SB

No. of Donkey Boilers -

Pressure—Main Boilers 200 lbs.

Donkey Boilers

Vessel built at BELFAST By whom Workman Clark & Co. Ltd., When Year 1922 Month 6

Engines made at BELFAST By whom Workman Clark & Co. Ltd. When Year 1922 Month 6

Boilers, when made (Main) 1922 (Donkey) -

Owners Port Line Ltd., Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port LONDON Voyage Wellington

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).

CHARACTER ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 shelter		+LMC 9,52
deck with free-		Ts CL ~~12,50~~
board ~~11,51~~		BS ~~5,51~~
9,52		MS 10,48
ssLon(Dr) 10,48		h.P. Tuab.
REF. MCHRY.		

Last Report No. 136190 Port Tw.

Particulars of Examination and Repairs (if any) Boiler Repairs.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 sides 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?

To what parts of the Boilers could not thus be thoroughly examined? SURVEY CONFINED TO BELOW

By 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?

The latest date of internal examination of each boiler Present condition of funnel(s)

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 Boilers?

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

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

Is 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?

The date of examination of Screw Shaft State the distance between lignum vitæ 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 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 COMPLETE.

HOW DONE:- Examined Port High Furnace of the Forward Port Boiler.

Found back end flange of furnace fractured in two places, the fractures in each case running from the edge of the flange into a rivet hole.

It was recommended and satisfactorily carried out that two rivets be removed, fractures veed out and welded and the rivets renewed.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, as now seen, is eligible in my opinion to remain as classed without fresh record of Survey.

(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 ✠ LMC 140 lb., F.D., &c.) CS 3,34

Survey Fee (per Section 29) £ 5 : 5 : - Fees applied for, 19/12/ 1952

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : 3 : -

Committee's Minute THURS 8 JAN 1953

Assented Deferred for MS

Engineer Surveyor to Lloyd's Register of Shipping.

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

Is a Certificate required? If so, to be sent to

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