

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

(Received at London Office 17 DEC 1923)

Date of writing Report *Dec. 15th 1923* When handed in at Local Office *17 DEC 1923* Port of *London*
 No. in Reg. Book *29491* Survey held at *London* Date, First Survey *4 MAY* Last Survey *Dec. 12th 1923*
on the Machinery of the Wood, Iron or Steel *Iron S.S. "Blaki"* (No. of Visits *30*)
 Tonnage { Gross *7964* Vessel built at *Glasgow* By whom *Barclay Curle & Co. Ld.* When *1920-2*
 Net *4985* Engines made at *do.* By whom *do.* When *1920*
 Nominal Horse Power *1122* Boilers, when made (Main) *1920* (Donkey)
 No. of Main Boilers *2003* Owners *New Zealand Shipping Co. Ld.* Port *Alyson* Voyage *New Zealand*
 No. of Donkey Boilers *253* If Surveyed Afloat or in Dry Dock
 Steam Pressure in Main Boilers *200 lb* (State name of Dock.) *Muller & Co. Ld.*
 in Donkey Boilers *-*

Last Report No. Port

Particulars of Examination and Repairs (if any) *Null.*

(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? *205 lb per sq. in.*

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? *Yes* Is it fitted with continuous liner? *Yes*Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *no*Has shaft now been changed? *no* If so, state reasons

Is the shaft now fitted new? 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *P 5/32 S 1/8*

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

The tail shaft, stern tubes, propellers & the sea-connections & discharge valves examined.

Examined cylinders, pistons, slides, crank, thrust & tunnel shafting, pumps, condensers, sea-cocks, auxiliary pumps.

The S.P. piston valve chambers bored out and new rings fitted.

Port engine: - all eccentric shafts off & refitted.

Port & S.P. thrust bearings remounted & the shafting re-aligned.

The thrust shaft of the port engine truck up.

The Condenser tubes removed, cleaned & tested. The Condensers tested

Wright's pumps overhauled, all the auxiliary pumps & fuel engine overhauled

Brackets fitted under Condensers supported by channel iron pillars

& angle bars riveted to tank top. The main discharge pipes renewed

General Observations, Opinion, and Recommendation: - The machinery is in safe

(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, or L.M.C. 9,11, 140 lb., F.D., &c.)

working condition eligible in our opinion to remain as classed and to have + huc 12.23 subject to the examination of the S.P. bell after the vessel's return in from 5 to 6 months time.

The examination of the screw shafts to be recorded.

Survey Fee (per Section 28) *£15 = =* Fees applied forSpecial Damage or Repair Fee (if any) *£10:10 =*

(per Section 28.)

Travelling Expenses (if chargeable) *=*Received by me, *H. P. Cornick*TUES. 3 JUN 1924
FRI 1 AUG 1924

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 4 JAN. 1924*Assigned *+ L.M.B. 12.23*CERTIFICATE WRITTEN
-4-24

onject.

FRI. 5 DEC 1924

FRI. 7 AUG 1925

1/2 W208-0057

Lloyd's Register
Foundation

18th Dec 2.24 held screw shaft examined

Shipping assigned to a number of repairs

effected to engines & boilers

The Red plates of Scotch engine almost a number of cracks in presence to submit this plates for re-examination or replacement in 5 to 6 months has been agreed to.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 1223

Subject to the Scotch Red plates being again examined & re-examination in 5-6 months

Port B. 1223

15.

3/12/23

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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ort of

London

Continuation of Report No. 87326 dated 17 DEC 1923 on the

S.S. "Blaki"

and fitted with expansion flange.

The red backplate was found cracked as per sketch.

attached - and it has been agreed see letter 17th Aug '23

to Messrs. Lorne & Co. Ltd. & Messrs. Lorne & Co. Ltd. that this backplate

will be submitted for examination upon the steamer's

return from New Zealand in from 5 to 6 months' time.

The engines tried under steam at the moorings.

Examined the boilers with their safety valves and mountings.

2nd S.E. Boiler: - The 3 furnace mouths re-caulked all

round - 1 screw stay renewed. 1 stay tube renewed. 2 plain tubes

renewed & 20 S.S. nuts renewed.

After S.E. Boiler: - 37 rivets renewed in centre furnace mouth

the 3 furnace mouths electrically welded at the mouth seams.

3 screw stays renewed. Centre furnace back end landing welded

half way round about 40 rivets renewed in Centre Comb. Cham.

& some riv. done on landing edges.

Port S.E. Boiler: - A number of rivets renewed in port 4th

furnace, the landing edges of 3 furnace mouths electrically

welded & the 28 warped plain tubes & 15 stay tubes renewed

after the tube holes had been E.W. & repaired & capped.

A number of Comb. Cham. plate rivets renewed, and the

Comb. Cham. bottom brackets refastened.

2nd S.E. Boiler: - The mouths of the two 4th furnaces & the

1st furnace re-riveted. 12 rivets renewed in port furnace

mouths. The warped rivets in the Comb. Cham. bottom brackets cut out & bolts substituted.

A large number of warped rivets renewed in the Comb. Cham. and a number of tubes renewed.

The boilers tested by hydraulic pressure to 200 lbs per sq. in. Adjusted the safety valves under steam to blow at 205 lbs per sq. in.

J. F. Cornick