

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

AUG -4 1939

(Received at London Office)

Date of writing Report 10th July 1939 When handed in at Local Office 19 Port of Dunedin, N.Z.  
 No. in Reg. Book 86060 Survey held at Port Chalmers Date, First Survey 1st July 1939 Last Survey 8th July 1939  
 on the Machinery of the Wood, Iron or Steel S.S. "Wakaheke" (No. of Visits 2)  
 Tonnage { Gross 3926 Vessel built at Postock By whom abt. S.S. "Nippon" When 1914-15  
 Net 2375 1/2 Engines made at " By whom " When 1914  
 Nominal Horse Power 452 Boilers, when made (Main) 1914 (Donkey) "  
 No. of Main Boilers 3 Owners Union S.S. Co. N.Z. Ltd. Owners' Address "  
 No. of Donkey Boilers 2 Managers " Port Dunedin Voyage International  
 Steam Pressure in Main Boilers 200 lb If Surveyed Afloat or in Dry Dock D.O. Otago Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers ✓

Last Report No. " Port "  
 Particulars of Examination and Repairs (if any) completion of L.M.C.

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly 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? ✓

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

If 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 those parts of each Boiler? "

What is 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 the screw shaft now been drawn and examined? ✓ 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? ✓

Has the shaft now been changed? no 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? ✓

What is the date of examination of Screw Shaft? 3-7-39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 3/8" Full.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? skin return.

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

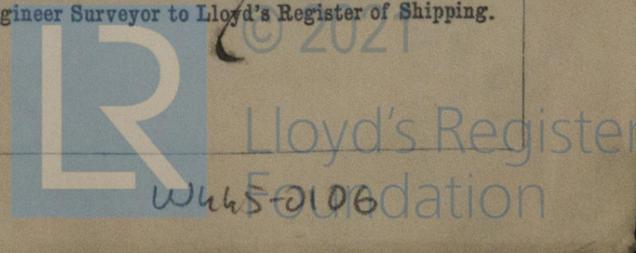
In Dry Dock. Propeller and Tail Shaft drawn to reveal stem bush. Tail shaft examined and found in good condition and replaced. Sea connectors (injection only, discharges done) replaced and found in good condition. Spooling and all done in order. Electrical equipment, generator, switchboard, gas lines & wiring, throughout vessel examined and found in order. Minor repairs effected. Smooth steam and water way maintained and found in order.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is in good condition and in my opinion should remain as classified in the Register with its next survey of L.M.C. 7.39. and C.L. 7.39

Fees (per Section 29)	£ 5 : 0 : 0	Fees applied for <u>July 1939</u>
Damage or Repair Fee (if any) (per Section 29)	£ :	Received by me, <u>"</u>
Printing expenses (if chargeable)	£ 10 : 0	19

Submitted's Minute FRI. 8 DEC 1939  
 Signed + L.M.C. 5.39

S.W. Martin  
 Engineer Surveyor to Lloyd's Register of Shipping.



CERTIFICATE WRITTEN

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

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

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

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

June 5: 39

A 7: 39

RA

W. B. K.

Not completed

