

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

No. 2264a.

Date of writing Report 3rd May 1939 When handed in at Local Office Port of Dunedin, N.Z.
 No. in Reg. Book 56000 Survey held at Port Chalmers Date, First Survey 18th April Last Survey 26th May 1939
on the Machinery of the Wood, Iron or Steel S.S. "Wairarapa" (No. of Vessel 15)
 Tonnage { Gross 3926 Net 2379 Vessel built at Port of Call By whom Act. "Napier" When 1914
 Nominal Horse Power { 452 Engines made at " By whom " When 1914
 No. of Main Boilers 3 Boilers, when made (Main) 1914 (Donkey) "
 No. of Donkey Boilers " Owners Union S.S. Co. N.Z. Ltd. Owners' Address "
 Steam Pressure in Main Boilers 200 lb. Managers " (If not already recorded in Appendix to Register Book.)
 in Donkey Boilers " If Surveyed Afloat or in Dry Dock afloat Port Wellington Voyage Coastal

Last Report No. " Port "
 Particulars of Examination and Repairs (if any) Part LMC.

(Periodical Surveys, when held, must be reported in detail and verification 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

" " 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? "

State latest date of internal examination of each boiler (P) 21-4-39 (C) 24-4-39 (S) 5-5-39 Present condition of funnel(s) Good

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

To what pressure were they afterwards adjusted under steam? 200 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 Boilers? "

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

, and of the Donkey Boilers? "

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

, 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 "

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? "

State date of examination of Screw Shaft " State the distance between lignum vitae 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? yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

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 Yard to Dick, Propeller, Stern Bush, Sea Connections & outside fittings to examine. The electrical equipment to be examined & tested on return of vessel from Auckland in about two weeks time. Now done afloat at Port Chalmers: - Three Main Boilers found up, all mountings opened. Lagging removed from longitudinal & end seams. Bottoms specially examined throughout. Repair Port Boiler. Eleven combustion stops removed. One liner removed, also diameters above. Tube removed. Tanks of main jacket up. Bottom of air circulation, P. & S. N° 8-9 found up, ground, circumferential diameter 15", welded out E.W. Opening of Shell. Bottom manhole, built up E.W. and door refitted. All mountings overhauled. Various valves fitted with new spindles. Tanks Boiler one combustion chamber stop removed. One liner removed. Opening of air bottom manhole built up by E.W. & door refitted. Two dry exhaust in C.E. edge of plate to rust holes welded out E.W. All mountings maintained. Various new spindles fitted to manholes. Shell Boiler seven combustion

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, R.S. 9, 11, E.C.M.S. 9, 11, L.M.C. 9, 11, or C.S.S. 24, 140 lb., F.D., &c.)

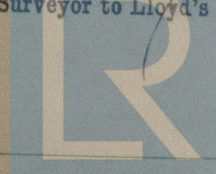
The Boilers & Machinery of this vessel in so far as now seen are in good & efficient condition and in my opinion eligible to remain as classed in the Register with the record of LMC (with date) when the survey has been completed.

Survey Fee (per Section 20) £ 16 : 10 : 0 Fees applied for 26th May 1939
 Special Damage Repair Fee (if any) £ 3 0 : 0 Received by me, "
 Travelling expenses (if chargeable) £ 2 2 : 0 19

Committee's Minute 21 JUL 1939

Assigned Deferred

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



Lloyd's Register
 Foundation

W445-0113 (1/2)

Survey for Port & M.C. of Machinery of the S.S. "Wakapu" "

Chamber stays renewed. On slide renewed. Two dry dock in stat. C.E. edge of plate to tank shot, new cut & E.W. all mountings overhauled, various new spindles fitted to valves etc. Steam Pipes all main & auxiliary steam pipes over 3" bore, and all superheaters were satisfactory. Tested to a hydraulic pressure of 400 lb/sq. in. and examined. Main Engines opened up. Cylinders, Piston, Slide Valve & gearings, shafting, throughput, crankshaft, thrust & intermediate shafting, journals, main bearings, bottom end bearings, thrust bearings etc. examined, and found in order. M.P. Piston rod skinned up & new gland packing fitted. Condenser opened up examined and tested. Air Pump and Main Engine Pump, feed, sanitary & bilge opened up & examined. new one and delivery valves fitted. All auxiliaries opened up including Circulating Pump & engine, Ballast feed, general service, air feed, Refrigerating engine & compressor, Fan engine, Electric engine, Steering engine, Windlass, all cargo winches & moving winch. all pistons, cylinders, shafting bearings etc. examined. Overhauled & refitted when necessary. Pumping Arrangement examined throughout. Tank & Bilge Lines, Valve boxes, cocks etc. examined & tested. Sea Connections All Discharge valves only opened up and examined. Exhausts opened up and examined.

On completion Safety Valves on Boiler adjusted to 200 lb/sq. in. Turn taken out of Main Engines & all auxiliaries. Steering Engine & Gear tested and all found in order.

Note:- Docking for examination of Propeller, Stern Bush, Sea Connection, & outside Gasolines, also examination & testing of electrical equipment proposed at Owners request (as per letter attached to hull report) to enable vessel to make coastal voyage to Auckland and back to Dunedin. It being stated that arrangements will be made to dock vessel on return from Auckland in about two weeks time.

W. W. Martin
Surveyor to Lloyd's Register

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