

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 13th Nov. 1920 When handed in at Local Office 15/11/20 Port of Glasgow

No. in Reg. Book. 61386 Survey held at Glasgow Date, First Survey 25-10-20 Last Survey 12th Nov. 1920

61386 on the Wood, Iron or Steel S.S. WAIKOUAITI ex Immgard Master W. PAUL - 20

TONNAGE: - Built at Rostock By whom Akt. Ges. "Neptun" When 1914 -

GROSS 3866 Owners Union Steamship Co. of New Zealand, Ltd. Port belonging to Auckland

UNDER DK. 3450 Owners' Address (if not already recorded in Appendix to Register Book).

NET 2398 Surveyed Afloat or in Dry Dock? Both Name of Dock Stobcross & Govan Destined Voyage via Liverpool

WB=CellDBorDBa feet; uE&B feet; f feet; f Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity tons. FPT tons; APT tons; MT feet tons. Machinery and Boiler Surveys (including date of N.B., if any).

N.B.—All alterations in the existing records should be underlined. If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined? Yes, not required. Was a damage report made by anyone else? If so, by whom? Unknown.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage & Completion of Special Survey No. 1

Damage. See Newcastle Report. No. 42954.

(1) Stated to have been caused through the S.S. Lagos, colliding with vessel when shifting in the Albert Harbour, Greenock on the 23rd October 1920.

(2) Stated to have been caused when leaving Govan Dry Dock, No. 3 on the 30th October 1920 when shifting to Stobcross Quay.

Now Done:—

(1) Abreast No. 1 Hatch, Starb. Side. One sheerstrake plate, stringer angle in way & one bulwark plate, faired in place (1).

One length of bulwark rail & one stay, removed, faired & replaced. P.T.O.

SUMMARY OF DAMAGE REPAIRS:—

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								Bulwark Rail and Stay.
Faired or Repaired in place	2	1						Bulwark plate & stringer angle.

PRESENT CONDITION OF THE

Decks Good Stringers Good Dblg. Plates under Sounding Pipes Good Copper, or Y.M. of Wood Vessels ✓

Caulking of Decks " Inner Bottom Plating Good Engine Room Skylights " (State if on Felt.) When put on, Month ✓ Year ✓

Waterways " State if Tanks have been examined inside Yes Coal Bunkers, Openings, Lids, etc. When Sun/ Boats Good

Coamings " State if Tanks now tested Yes Scuppers " Masts, Yards, &c. "

Beams & Fastenings Good Bulkheads Good Cargo Hatchways " Condition, how ascertained From aloft.

Outside Plating Good Ceiling " Hatches " (State if wedges removed) No

Caulking of ditto " Rudder " Planking of Wood Vessels " Sails ✓

Rivets " Steering gear and its connections " Caulking ditto " Equipment letter W.

Breasthooks & Crutches " Windlass " Treennails ditto " Anchors, No. of 3B. 15. 1K.

Transoms " Have Pumps now been examined and found efficient? Yes. Breasthooks & Stemson ditto " Cables (State if now ranged) Yes.

Frames ✓ Have Sluice Valves now been examined and found efficient? ✓ Transoms, Pointers, & Crutches ditto " „ length 270 fms. size 2 3/32

Reverse Frames Good efficient? ✓ Timbers of Frame at openings ditto " „ (on board) „ Rule length 270 size 2 3/16

Floors ✓ Have Watertight Doors now been examined and found efficient? Not examined Ditto ditto at other places ditto " Hawser & Warps Sufficient

Keelsons ✓ efficient? Not examined Stringers, Clamps & Shells ditto " Standing & Running Rigging Efficient

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—“to remain as now classed in the Register Book without fresh record of Survey,” “to remain as classed and to have record of survey, 1,15,” or “to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptd 15, &c.”

This above is submitted for the information of the Committee.

TUES. 22 SEP 1925 FRI. NOV. 3 1922 FRI. 11 APR 1924

TUES. 6 JAN 1925 FRI. JUN. 16 1922 FRI. JAN. 11 1924

Survey Fee (per Section 28) £ 78 : 15 : Fees applied for, TUE MAR. 6 1923 TUE SEP. 27 1921

Special Damage or Repair Fee (if any) £ 5 : 5 : 0 Received by me, SEP. 4 1923 TUE FEB 6 1923

Leak Fees. £ 5 : 5 : 0 Travelling Expenses (if chargeable) £ 2 : 19 : 2

Second Surveyor's Fee (if any) £ : : Glasgow 16 NOV 1920

Committee's Minute Transmit to London

Character Assigned

TUES. 10 FEB 1925

Lloyd's Register of Shipping

S. S. Waikouaiti

(2) 3rd Strake below sheerstrake, Starb. Side, No. 3 plate from forward, fared in place and one frame in way, fared in place and slipped. (1) (1)

Completion of Special Survey No. 1.

Now done :-

Vessel placed in dry dock, the bottom, keel and rudder cleaned examined and coated.

On examination found,

A Strake, Nos 1 + 2 plates from forward, starb. side, set up and frame and floor in way, buckled.

A Strake, Nos 1+2 plates from forward, port side, set up.

Keel Plates, Nos 2 + 3 from forward, set up.

H Strake, Nos 3, 4 & 5 plates from forward, port side, set in.

$G - n -$ $N^{\text{th}} H - n -$ $- n -$ $- n -$ $- n -$ $- n -$ $- n -$
 $F - n -$ $N^{\text{th}} H + 5 - n -$ $- n -$ $- n -$ $- n -$ $- n -$ $- n -$

3 frames in way, set in.

One plate in 3rd Strake, below Sheerstrake, abreast No. 74 hatch,
port side, set in.

Forecastle Sheerstrake, No 3 plate from forward, port side,
more or less waved.

1.st Brake below Fly. Sheerstrake, No. 3 plate from forward,
Port side, set in.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED by TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...																
	2nd "																
	3rd "																
	Collective Weight, ..																
	Stream																
	Kedge.....																

If Patent state name of Patentee.
 If Stocked, state Mechanical Tests.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

A number of slight indents throughout shell, of no account.

Bilge Keel. port side, after length, set up.

Harb. Side, forward & after length, set up.

Due to lack of time, nothing has been done at this time towards permanent repairs to the above damage.

The Owners proposal to deal with this damage at the first convenient opportunity, as the vessels efficiency is not impaired, in my opinion, merits the favourable

Consideration of the Committee.

Glasgow

Continuation of Report No. 4057 dated 12th Nov. 1920 on the

WED. NOV. 17 1920

S. S. Waikouaiti.

(2)

Cables ranged, chain locker cleaned, examined and coated and cables replaced.

All bilges opened up, examined & cement washed. Ceiling lifted as per Rule Regs.

All double bottom tanks, dry tank and fore and after peak tanks, cleaned, examined internally, scaled & coated where required and subsequently tested under water pressure and found satisfactory and ceiling and timbers relaid.

Gross bunker, cleared, ceiling & timbers lifted, tank top and bunker examined and found in order & ceiling & timbers relaid.

Masts, spars & rigging examined and repairs effected (See Report attached.)

Pumps tested and found in working order.

The holds, tween decks, peaks, engine & boiler.

spales, decks, hatch ways, hatches in position,

Ventilators, vent plugs in position, windlass,

Steering gear & connections and general equipment, found in good condition.

The lower tween deck plating in No. 5 Hold examined, and found plating between beams at after end more or less waved, but efficient, no signs of buckling in beams, carlings or beam knees.

Wear & Tear Repairs.

Lower Tween Deck No. 5 Hatch.

Angle Coaming at forward end, Cropped & part renewed.

Chapung & rest angle at forward end, renewed.

Angle Coaming, Starb Side, fairied in place.

No. 3 Trunk hatchway, stiffener and hatch rest angle, fairied.

A number of hatches, repaired.

Tarpaulins and awnings renewed.

Two fairleads & seats on Poop Ok, and two fairleads on Forecastle Deck renewed.

Cleats fitted to Upper Tw. Ok. Hatches.

Ventilation and boats altered to comply with B. of Trade Requirements. Two forward boats & chocks renewed.

WKS-0165 C2(2)