

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

(Received at London Office 22 FEB 1937)

Writing Report 12/1/1937 When handed in at Local Office 12/1/1937 Port of Sydney, N.S.W.

Survey held at Sydney, N.S.W. Date, First Survey and Last Survey 11/1/1937 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel s.s. "KAKAPIKI"

Gross 887 Vessel built at Selby By whom Lochrane Sons & Co. When 1926. 6

Net 417 Engines made at Hull By whom Amos & Smith & Co. When 1926

Boilers 2 Boilers, when made (Main) 1926 (Donkey) ✓

Owners Union s.s. Co. of N.Z. Owners' Address (if not already recorded in Appendix to Register Book.) Port Melbourne Voyage Interstate

Managers If Surveyed Afloat or in Dry Dock Masts Dry Dock. (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 how expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 A1		7.2.m.c 4.34
H. 36		B.S. 5.36
s.s. M.L. No 2. 34		T.S. 4.35 c.

Particulars of Examination and Repairs (if any) Propellers and fastenings: -

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and if detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined? ✓

Has a special 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 go inside the Donkey Boiler? ✓

Were the funnels examined, and if not, state for what reasons? ✓ PRESENT CONDITION OF FUNNEL(S) ✓

Were the parts of the Boilers which could not be thus thoroughly examined? ✓

Were 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? ✓ 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 Boiler? ✓

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

Has the shaft now been drawn and examined? No. 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 the shaft 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? ✓

Is the clearance between lignum vitae on bearing metal of stern bush and top of after bearing of screw shaft 3/16" Complete.

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

Were the vessel placed in dry dock, propellers, water end of stern bush, and fastenings examined and found in good condition.

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 what 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, (B., F.D., &c.)

The machinery of this vessel, as far as seen, is now in good condition.

It is in my opinion to remain as classed.

per Section 28) £ : Fees applied for 19

Age or Repair Fee (if any) £ : Received by me, 19

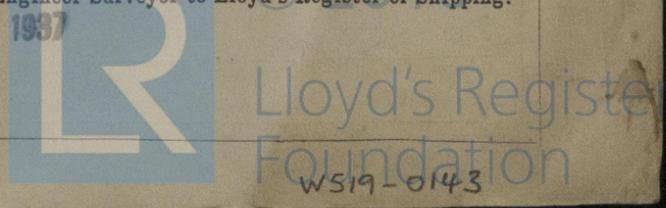
Expenses (if chargeable) £ :

Just C. E. Skene Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 5 MAR 1937

TUE 16 MAR 1937

As now



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

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much stamped as to spread the ink, or to cause it to show through to the other side.

*It is intended that
this vessel is eligible to
remain as UNDESSD.*

*SA
4/3/37*

1.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation