

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

(Received at London Office

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Date of writing Report 6th May, 1924. When handed in at Local Office

10 Port of WELLINGTON, N.Z.

No. in Reg. Book. Survey held at WELLINGTON PATENT SLIP, EVANS BAY & TARANAKI STREET WHARF. Date, First Survey 29th April, Last Survey 6th May, 1924. (No. of Visits 5.)

28506. on the Machinery of the ~~Wood, Iron or Steel~~ STEAMER "NGAHERE"

Tonnage { Gross 1090 Net 556 Vessel built at PT. GLASGOW. By whom A. RODGER & CO. When 1908. 8-mo.

Registered Horse Power 165-NHP Engines made at GLASGOW. By whom A. RODGER & CO. When 1908.

No. of Main Boilers 2-SB Boilers, when made (Main) 1908. (Donkey) --

No. of Donkey Boilers -- Owners MANN, GEORGE & CO. LTD (R.J. Spiller) Port SYDNEY, N.S.W. Voyage N.Z. COASTAL.

Steam Pressure in Main Boilers 180-lbs If Surveyed Afloat or in Dry Dock BOTH. WELLINGTON PATENT SLIP. - EVANS BAY. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and seriatim 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? 180-lbs.

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? --

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? 3/32"

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

The Owners submitted this Vessel for Annual Boiler, Tailshaft and Propeller Surveys also all Sea Cocks were opened up and outside Rose Plates taken off for examination.

MAIN BOILERS. These were examined thoroughly externally and internally, together with all Valves, cocks and mountings which were taken adrift for this purpose. The Starboard Boiler was in good condition throughout, no repairs being necessary, but the Port Boiler has evidently contracted the habit of breaking the lower rows of back combustion chamber stays, as a number of these have been renewed from time to time, and on this occasion I found one broken on the margin row on Port side at bottom in combustion chamber and two in the same locality in the Starboard combustion chamber. These three broken stays were renewed in next larger size in same pitch (9 threads per in.) On steam being raised it was found that one stay alongside the renewed stay in the Port combustion chamber and two in the same locality in Starboard chamber were leaking and the Owners have agreed to blow this Boiler down on the vessel's return here to enable the cause of the leakage to be ascertained. (Continued -

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

TO REMAIN AS CLASSED WITH FRESH RECORD, TAIL SHAFT SEEN 5/24, and BS 5/24.

Survey Fee (per Section 29) £ 6 : 12 : 0 Fees applied for 5/5/ 1924
Special Damage or Repair Fee (if any) (per Section 28.) £ : : Received by me, 19
Travelling Expenses (if chargeable) £ : 10 : 0

Committee's Minute

Assigned

David M. Laid
Engineer-Surveyor to Lloyd's Register of Shipping.
SURVEYOR APPOINTED BY LLOYD'S AGENTS.
SURVEYOR TO LLOYD'S REGISTER

WELLINGTON - N.Z.

Lloyd's Register

Foundation

W208-0123

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

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

If it is due to further broken stays, these will be renewed.

The valves, cocks and mountings of both Boilers were found in good condition and beyond grinding-in and repacking, no repairs were necessary. The Safety Valves of both Boilers were floated on 6th May and set to their correct working pressure (180-lbs.) on solid compression washers.

TAILSHAFT, STERN BUSH & PROPELLOR. Tailshaft was only $3/32$ " down. It was drawn, cleaned for examination, found in good condition and replaced. The lignum vitae in stern bush was also in good condition and very little worn, so nothing was done to it. Propellor was found in good condition.

SEA COCKS & VALVES. The whole of these were opened out, outside rose plates removed, and, together with their fastenings, thoroughly examined and found in good condition, and, beyond grinding-in and packing, no repairs were found necessary.

David M. M. M.

SURVEYOR TO LLOYD'S REGISTER
WELLINGTON - N.Z.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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

*As this vessel is not now classed,
it is submitted, further action
is unnecessary.*

J.W.D.
14/7/24



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