

210. 52

MCN 31 JAN 1916

No. *17*
Reg. *Book* Survey held at *AUCKLAND.*

Tonnage	Gross
Age	

Particulars of Examination and Repairs (if any)

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.

Services not offered but no request made

Do.	"	Donkey	"	"
-----	---	--------	---	---

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? 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 Bollers? and of the Donkey Boller?

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 screw shaft now been drawn and examined? ☒ Yes ☐ No

Has shaft now been changed? — If so, state reasons

Is the shaft now fitted now? — — — — — Has it a continuous liner? — — — — — or two liners? — — — — — or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

At the request of the Captain & Chief Engineer and Agent I made an examination of ~~the~~ a fracture in the L.P. Column, port side. The fracture is at the top of the column just under the flange to which the L.P. cylinder bolts, and extends for the breadth of the column and about half way round the fore and aft ends. The cylinder is secured to the column by 7 bolts, 3 in front and 2 on each fore and aft end. I recommended taking out 5 bolts and repairing the column by strap bolts secured to column. My recommendations were carried out to my satisfaction. THRUST BEARING. The engineer reported that this bearing was loose on the entablature. I recommended reamering the holding down bolt holes and fitting new turned bolts. EVAPORATOR. This is very much wasted away on top near a valve opening. I examined it inside and outside and recommended an internal & external patch covering an area of 16" x 9" x $\frac{1}{4}$ " thick, steel plate, jointed with red lead and secured with $\frac{1}{2}$ " bolts and pressure reduced to 5 lbs per square inch. All my recommendations were carried out. The fractured column is due to an accident which cannot be accounted for & happened 3 days before reaching Auckland as per Log Book. Thrust bearing & evaporator damage is due to wear and tear.

*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. D.11, B.&N.S. D.11, or *I.M.C. D.11, 140 lb. F.D. &c.

I would respectfully recommend that as the above repairs have been carried out to my satisfaction that the record of LMC 8.15 be retained in the Register Book in the case of this vessel.

Survey Fee (per Section 25) \$ 6 6 0

Special Damage or Repair Fee (if any) \$

Travelling Expenses (if chargeable).....

Committee's Minute FRI. FEB. 4 - 1916

Assigned

Fees applied for

10/12/1980

Received by m

FRI - 7 APR. 1946

W930-0125

Marine Engineer

Beginner Surveyor to Lloyd's Register of British and Foreign Shipping

Bd due 10.15 & be held on
vessels return to a home port
in 2 months.

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.

Engine repairs low effected

It is submitted that
this report is submitted to
the Board of Directors.

J.S.
1-2-16

RECEIVED
1-2-16

RECEIVED
1-2-16

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2020

Lloyd's Register
Foundation