

Rpt. 9.

WRECK
SECTION
No. 766

N/N "KEFALLINIA"

WRECK
SECTION
No. 766

No. 5334

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

(Received at London Office

29 APR 1952

Port of AUCKLAND, N.Z.

Date of writing Report 17 - 4 - 19 52 When handed in at Local Office 19

No. in Survey held at AUCKLAND, N.Z.

Date: First Survey 21st January Last Survey 17th April 1952.

(No. of Visits Five.)

Reg. Book 31754 on the Machinery of the ~~Woods~~ ~~Woods~~ Steel S.S. "WAIPAHI"Gross 1793
Tonnage Net 1000

Vessel built at Newcastle.

By whom Northumberland S.B.Co.Ltd. When 1925 7

Nominal Horse Power 317MN

Engines made at S.Shields.

By whom G.T. Grey & Co.Ltd. When 1925

No. of Main Boilers 2SB

Boilers, when made (Main) 1925

(Donkey) -

No. of Donkey Boilers -

Owners Union S.S. Co.of N.Z.Ltd..

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Wellington. Voyage

Boilers 190 lb.

If Surveyed Afloat or in Dry Dock Both Calliope Dry Dock

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

rt No. 5284 Port AUK

rs of Examination and Repairs (if any) Dkg. & B.S.
surveys, when held, must be reported in detail and serialim 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 ng 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).

cases where the Surveyor has not made a special damage report he is required to state whether red his services for this purpose, and why they were declined
age report made by anyone else? If so, by whom?

rveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

" " Donkey " " " " ?

e for what reasons.

What parts of the Boilers could not be thus thoroughly examined?

al means, in the absence of internal examination, were adopted by the
o assure himself of the thorough efficiency of those parts of each Boiler?

t date of internal examination of each boiler Stbd. 21-1-52. Port 20-2-52. Present condition of funnel(s) Satisfactory.

rveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 190 lb/sq.in.

rveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

rveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Donkey Boilers?

rveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

rveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers?

rew shaft now been drawn and examined? No. Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end? No.

now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

roved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the

shaken. Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

nsulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers should be counted from forward.

COMPLETE.

rvey is not complete, state what arrangements have been made for its completion and what remains to be done.

ONE for DOCKING :- Vessel placed in dry dock, propeller, after end of stern bush and outside
ings of sea connections examined and found in good condition.

ONE for B.S. :- Port and Starboard Boilers examined throughout together with their safety
e, doors and mountings and all found or placed in good condition. (Stbd. Blr. safety valve seats
ned at lips).

Safety valves adjusted under steam to above pressure.

Oil fuel burning arrangements and steam smothering appliances examined under

ng conditions and found in order.

e Note :- The vessel has been laid up at this port awaiting cargo.

al Observations, Opinion, and Recommendation:— The Machinery of this vessel, as now seen, is
ate 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, L.M.C. 9.11, or
+ LMC 140 lb., F.D., &c.)
CS 3.34.
le in my opinion to remain as classed with fresh record of B.S. (with date).

Fee (per Section 29)

£ 18: - -

Fees applied for,

17 - 4 - 19 52

Damage or Repair Fee (if any)

£ : :

Received by me,

ng expenses (if chargeable)

£ : 6: -

19

TUES. 27 MAY 1952

nittee's Minute

ned End (h)

BS 1, 52

Note/Ask.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register

Foundation

003401-003408-0101

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

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