

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

(Received at London Office OCT -3 1938)

Date of writing Report 6th Sept. 1938 When handed in at Local Office 19 Port of WELLINGTON

No. in Reg. Book. 61490 Survey held at WELLINGTON Date, First Survey 9th June Last Survey 5th Sept. 1938 (No. of Visits 10)

Tonnage Gross 462 Net 190 Vessel built at MONTROSE By whom COASTER CONSTRCT'N CO. LD. When 1923 2-mo.

Engines made at GLASGOW By whom MCKIE & BAXTER When 1923

Boilers, when made (Main) 1923 (Donkey) -

Boilers 2 SB Owners MAYOR, COUNCILLORS & BURGESSES OF THE BOROUGH OF EASTBOURNE, N.Z. Managers - Port WELLINGTON Voyage HARBOUR FERRY SERVICE

Boilers 180 Lbs If Surveyed Afloat or in Dry Dock AFLOAT Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. 2501 Port Wh  
Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature, 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.

CHARACTER, Date of Special Survey, Date of last Survey and of Periodical Surveys.	Classification	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1		BS5, 37
5, 8, 5, 38		+LMC5, 35
W/L No 3-5 35		BS 6, 38
For Ferry Service in Wellington Harbour, N.Z.		CL 5, 37
		FITTED FOR OIL FUEL 2.2 F.P. ABOVE 100°F.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Donkey

not done, state for what reasons? Subject to the DONKEY BOILER not being used.

Parts of the Boilers could not be thus thoroughly examined?

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?

Date of internal examination of each boiler? Present condition of funnel(s)?

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

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

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Shaft now been drawn and examined? 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?

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?

Distance of examination of Screw Shaft? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

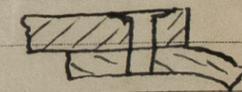
Surveyor for defective seams Forward Boiler, repairs and tests.

On testing and setting the Safety Valves after the Annual Survey, a small leak was noticed at the forward circumferential seam of the Forward Boiler, the lagging removed at this part disclosed a defect with the point cracked off.

The lagging was then removed from both circumferential and longitudinal seams and all rivet points tested. 21 Points in the forward circumferential seam cracked off and 6 found defective in the starboard longitudinal seam and 1 in the port.

While renewing these rivets, more bats or points cracked off and it was found necessary to renew a total of 158 rivets, 143 in the top portion of the forward circumferential seam, 9 in the port and 6 in the starboard longitudinal seams.

It was noticed that the rivet points had been forced into the shell plate from 0 to 1/64" at outer edge of point to 1/8" at shank of rivet thus:-



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, S.M.S. 9, 11, L.M.C. 9, 11, or R.L.M.C. 140 lb., F.D., &c.)

ELIGIBLE TO REMAIN AS CLASSED WITHOUT FRESH RECORD OF SURVEY.

Fee (per Section 29) £ : : Fees applied for 6/9/38

Damage or Repair Fee (if any) (per Section 29.) £ 10 10 : : Received by me, 10

Travelling expenses (if chargeable) £ : : :

George D. Light  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE 18 OCT 1938

TUE 24 JAN 1939

Assigned Write Whn (Sgt.)

As now Subject  
Write Over  
" Whn (Copy)

Lloyd's Register Foundation

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

Is a Certificate required? If so, to be sent to 005087-008045-0039

DEPARTMENT OF MARINE ENGINEERS AND BOILERMAKERS

in some cases on the circumferential seam the shell plate edge being bulged opposite the rivet, the holes being stepped from 1/64" to 3/32".  
All the holes were reamed out true before rivets were renewed.  
Workmanship and tests satisfactory and the Boiler is now in good condition.

*Almy D. Lidgett*  
SURVEYOR TO LLOYD'S REGISTER  
WELLINGTON : N.Z.

