

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

Received at London Office

20 JAN 1950

Date of writing Report 29/12/1949 When handed in at Local Office 19

Port of WELLINGTON, N. Z.

No. in Reg. Book 12609 Survey held at WELLINGTON

Date: First Survey 24th Aug. Last Survey 18th Nov. 1949 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel MOTORSHIP "HOLMDALE"

Tonnage { Gross 679 Net 334 Vessel built at DUBLIN By whom DUBLIN SHIPBUILDERS, LD. When 1921 - 12 Engines made at STOCKHOLM By whom A/B ATLAS-DIESEL When 1937

Nominal Horse Power } Boilers, when made (Main) (Donkey) Owners DUNEDIN WANGANUI SHIPPING CO. LD. Owners' Address (if not already recorded in Appendix to Register Book.) Managers HOLM & CO. LD. Port DUNEDIN, NZ. Voyage N. Z. COASTAL

No. of Main Boilers No. of Donkey Boilers Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock BOTH - WELLINGTON (State name of Dock.) PATENT SLIP

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

Last Report No. Port

Particulars of Examination and Repairs (if any) RE-CLASSIFICATION

(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

If this was not done, state for what reasons?

And what parts of the Boilers could not thus be 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?

State latest date of internal examination of each boiler DONKEY BOILER ON 5/9/49 Present condition of funnel(s) GOOD

Did the Surveyor examine the Safety Valves of the Main Boiler? YES To what pressure were they afterwards adjusted under steam? 100 LB.

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

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

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

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

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

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? 1/32"

State date of examination of Screw Shaft 6/9/49 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1/32"

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

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

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

Vessel placed on the Patent Slip. Propeller, stern bush, tailshaft drawn, underwater sea connections and their outside fastenings, examined and found or placed in good condition.

Repairs. Tailshaft liner skimmed up and stern bush rewooded.

Main Engines. Cylinders (including scavange pump), pistons, valves and valve gears, connecting rods, gudgeon pins, bottom end brasses & pins, pumps, crankshaft, thrust & intermediate shafting, examined. Auxiliary compressor, all auxiliary machinery, dismantled and examined in their entirety. Air receivers (2) examined internally with all pipes and fittings. Auxiliary condenser tested and found satisfactory. Fuel storage tanks with fittings examined and found satisfactory. Valves cocks, pipes and (P.T.O.)

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

THE MACHINERY OF THIS VESSEL AS NOW SEEN IS IN AN EFFICIENT CONDITION AND ELIGIBLE, IN MY OPINION, FOR THE RECORD OF +LMC11,49 OBS9,49 AND TAILSHAFT SEEN 9,49.

11.49

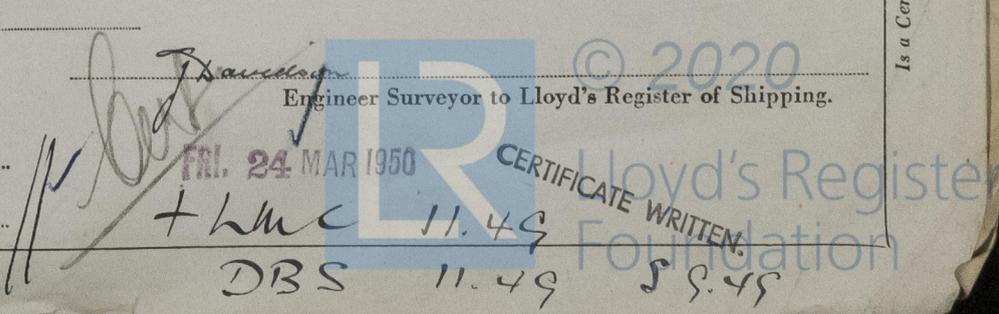
Survey Fee (per Section 29) £46 : 10 : - Fees applied for, 29/12/1949
Special Damage or Repair Fee (if any) £ : :
Travelling expenses (if chargeable) £ 1 : 1 : - Received by me, 19

Committee's Minute WED. 1 MAR 1950
Assigned Deferred

FRI. 24 MAR 1950
+ LMC 11.49
DBS 11.49
S.S.45

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

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



strainers of the pumping arrangements (including bilge system seen under running conditions) opened up as required and found satisfactory.

Donkey Boiler. Examined internally and externally with doors, safety valves and all mountings and found or placed in good condition. The safety valves were afterwards adjusted under steam pressure to the above stated working pressure.

Electrical Equipment. A general examination of the electrical equipment was carried out. Switchboards, fuse boxes, wiring, etc., examined and found or placed in good condition. The installation was seen running under working conditions and found satisfactory. Insulation resistance tests taken and found satisfactory.

All fire extinguishers examined and found in good condition.

British Polar Atlas Engines 5 cylinders of 13.385" dia. BHP 725 stated to have been built under Society's supervision at Stockholm about November 1936. No certificate produced at this time.

2 Air receivers 550lbs. sq. in. Examined 2/8/49 & 3/8/49.

Donkey Boiler Cochrane No. 12454 fitted for oil fuel burning, installed onboard 1936-37. No certificate produced at this time.

Fire extinguishers 1 - 30 gall. fire foam.
 1 - 2 " Invincible (foam)
 1 - 2 " Minimax (foam)

REPAIRS.

Auxiliary condenser completely dismantled, cleaned and rebuilt, new tubes fitted and condenser tested.

All auxiliary machinery completely dismantled, cleaned, examined and found or placed in good condition.

J. Davidson
Surveyor.

L NDB made 30 refitted



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