

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

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 10 Port of Lyttleton

No. in Survey held at Lyttleton Date, First Survey Sept. 22 Last Survey 30th. Oct. 1924

181 on the Machinery of the Wood, Iron or Steel S.S. Orepuki (No. of Visits 10)

Tonnage { Gross 536  
           Net 224  
 Vessel built at Goole By whom Goole S.B. & Rep. Co. /d. When 1908 7  
 Engines made at Hull By whom Earle's Co. Ltd. When '08 7  
 Boilers, when made (Main) 1908 (Donkey) 1908  
 Owners Orepuki Shipping Co. Lyttleton Voyage N.Z. Coastal  
 Managers (Reese Bros.)  
 If Surveyed Afloat or in Dry Dock both Lyttleton  
 (State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Survey (including date of N.B., if any).
+100 10:23		H.M.C. 10:2
2nd S.S. No. 1		Tail Shaft
seen 10, 22		C.L.

Particulars of Examination and Repairs (if any) Second S.S. No. 1

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case. B Sept. 19; W July 15; S June 20; M May 30;

If the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined

Has a damage report been made by anyone else? If so, by whom?

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

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

Why was a damage report not done, state for what reasons?

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

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?

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Has the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 80 lbs.

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

Has the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? ---

Has the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Has the 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? No

Has the tail shaft now been changed? No If so, state reasons: Shaft in good condition

Has the tail shaft now fitted new? No Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ---

What is the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? Stern bush re-wooded

If the survey is not complete state what arrangements have been made for its completion and what remains to be done? Second S.S. No. 1 Completed.

Cylinders opened, Pistons and Valves examined, overhauled, and replaced in good order.

Crank-shaft bearings top and bottom-end bearings, and eccentric straps stripped, examined, and found in good order.

Thrust-cells taken out and found in good order.

Crank-shaft and thrust-shaft found in good order.

On Intermediate Shaft in one length there is a slight longitudinal crack. This has been referred to in previous reports. A Thomson's Patent Coupling is fitted over this crack and it has not extended beyond previous marks. This crack is 3/4" long and is very superficial.

Pumps Air, Circulating, Feed, and Bilge have all been opened up and overhauled in good condition.

All Sea-Valves and Cocks and Main Discharge Valve on Ship's Side have been opened out, ground, in, and replaced. Intermediate Stop-valve has been opened out ground in, and re-placed.

Reversing gear and Valve-Gear has been stripped, examined, and found in good order.

General Observations, Opinion, and Recommendation:— P.T.O.

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., F.D., &c.)

To remain as classed with notification

Second S.S. No. 1 10, 24 L.M.C. 10, 24

Tail Shaft seen 10, 24.

Survey Fee (per Section 22) £ 9 . 9 . 0 Fees applied for

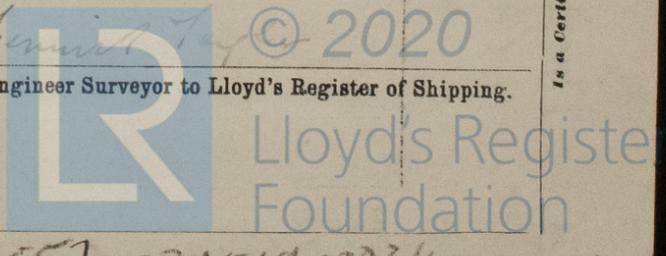
Damage or Repair Fee (if any) £ . . . . . 10

Printing Expenses (if chargeable) £ 10 . 6 Received by me, 19

Committee's Minute TUES. 16 DEC 1924

Assigned + L.M.C. 10, 24

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to



009557-009569-0034

The feed and ballast donkeys have been overhauled and are now in good order.  
The Condenser has not been opened at this survey. I did not consider this necessary.  
Main and Auxiliary Steam Piping is in good order, and has been tested.  
Deck Steam Pipes have been renewed where required.

Main Boiler Shell Plating, Combustion Chambers, Furnaces, Tubes, Tube-plates, Main and Combustion Chamber Stays, Uptake and Funnel are in good order.

Donkey Boiler examined internally and externally. In good order.

All Main and Donkey Boiler Mountings have been opened for examination and have been overhauled and put into good order.

Engines tested under Steam at Completion of Survey and found satisfactory.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 10.24

9.21  
B.L. due 10.21. pretty leak, 10.22 & 10.23. and  
wheld. A. 20. due 10.24. leak down  
slight - and small repairs fitted

It is submitted that  
this vessel is eligible for  
THE RECORD. + L.M.C. 10.24

10/10/24

10/10/24

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register  
Foundation