

COPY

# LLOYD'S REGISTER OF SHIPPING



Port of LYTTTELTON. No. 4457.

1st December 1958.

This is to Certify that

C. WALLIS.

the undersigned Surveyor to this Society did at the request of the Owners, Messrs. Holm & Co. Ltd. of Lyttelton attend on board the m.s. "PORT WAIKATO", 676 tons gross of Auckland and No. 75534 in the Register Book on the 19th November 1958 and subsequently as the vessel lay afloat at Lyttelton for the purpose of ascertaining the nature and extent of the damage stated caused by water entering the No. 1 cylinder of the vessel's main engine on the 17th November 1958 whilst on a voyage from the Chatham Islands to Lyttelton.

It was stated that the engine had to be stopped at sea on the 17th November 1958 at 0050 hours and a spare cylinder cover fitted in place of the suspected one.

The engine was re-started at 0820 to 0840 hours and from 0933 to 0945 and at 0950 hours, the Chief Engineer reported to the Master that the vessel's main engines were disabled.

Contact with the Owners at Wellington was made by radio and the H.M.N.Z.S. Kaniere was despatched from Lyttelton to assist the vessel.

At 0325 hours on the 18th November 1958, the two vessels were in contact and at 0515 hours, the tow was made fast. At 0615 hours, the m.s. Port Waikato proceeded under tow, the distance from Lyttelton Heads was stated to be approximately 190 miles.

Both vessels arrived at Lyttelton Heads at 1520 hours on the 19th November 1958 where the tug Lyttelton 44 was waiting and made fast alongside at 1545 hours.

The H.M.N.Z.S. Kaniere cast off at 1605 hours and the m.s. Port Waikato was berthed alongside the Gladstone Pier Wharf at 1710 hours on the 19th November 1958.

To expedite the repairs, the m.s. Port Waikato was shifted to No. 4 Wharf by the aid of the tug Lyttelton 11 at approximately 1450 hours on the 20th November 1958

For further particulars please see vessel's log/

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

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/book.

The damage found is considered reasonably attributable to the cause alleged and after examination, the following damage was found, repairs being recommended without prejudice to the terms and conditions of insurance.

FOUND.

No.1 cylinder cover leaking in way of the indicator cock sleeve which passes through the water space of the cover.

No.1 piston and bush siezed with bush slack in eye of rod.

No.1 cylinder leaking slightly in where previously metalocked.

Crankcase dirty due to cooling water finding it's way into same and contaminating the lubricating oil.

The spare cylinder cover fitted at sea was subjected to an hydraulic pressure of 100lbs. and found to be tight and free from leakage.

The M/E No.1 top end apparently seized due to the contaminated lubricating oil and water entering this cylinder.

The Owners Engineer Superintendent, present during the engine repairs and trials stated that 120 gallons of lubricating oil had been used during trials and as a replacement of the contaminated oil, also, that 60 gallons of oil fuel had been used during the trials.

The foregoing recommendations were made with a view to placing the machinery of the vessel in the same good and efficient condition as before the alleged casualty occurred and all repairs have now been completed to my satisfaction.

RECOMMENDED.

That defective sleeve be renewed and cover hydraulically tested to 100lbs., also, that the remaining cylinder covers be examined in way of these sleeves.

That gudgeon pin be ground and bush renewed.

That this cylinder be repaired by means of an externally fitted copper patch.

That crankcase be cleaned out and lubricating oil renewed.

*C. Wallis*  
( C.WALLIS. )

Fee:	£20.	0.	0.
S.A.	6.	0.	0.
Exes.	1.	6.	0.



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