

17 DEC 1958

No. 4457

Rpt. 9.

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

15 DEC 1958

Date of writing Report 2nd December '58 When handed in at Local Office to Port of LYTTELTON

No in Reg. Book. Survey held at Lyttelton Date First Survey 19/11/58 Last Survey 25th Nov. 1958 (No. of Visits Five)

75534 on the Machinery of the ~~Waka~~ Steel m.s. "PORT WAIKATO"

Tonnage Gross 676 Net 368 MN As Per Rule 180 No. of Main Boilers 1 Donkey Boilers 1 Pressure— Main Boilers Donkey Boilers 120 Vessel built at Leith By whom Henry Robb Ltd. Engines made at Chicago By whom Fairbanks Morse & Co. (Donkey) Boilers, when made (Main) Owners Union S.S. Co. of N.Z. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) Port Auckland Voyage Chatham Islands Managers If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. 4500 Port Wdn

Particulars of Examination and Repairs (if any) Damage Repairs.

HULL		MACHINERY	
+100A1	2/58	+LMC CS	1/56
SS	Wln(Dr)12/54	d	2/58
		TS(CL)	1/57

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details in the body of the report, should be briefly summarised at the end of the report. State also the dates and contents of any letters respecting this case.

In 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.

Has 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?

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

What is the latest date of internal examination of each boiler? Present condition of funnel(s)

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

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

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

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

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

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the screw bush.

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

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

Are the parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done. Complete

The vessel's main engines stated to have been disabled by water entering No.1 Cylinder through an indicator block sleeve during a voyage from the Chatham Islands to Lyttelton on the 17th November 1958, resulting in the vessel being towed to Lyttelton. Please see also Damage Report attached.

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

**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.

No.1 Piston gudgeon pin and bush seized with bush slack in eye of rod. That gudgeon pin be ground and bush renewed.

Continued.

### 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, etc.)

The machinery of this vessel as now seen is eligible in my opinion to remain as classed without fresh record of survey subject to all conditions at present attached to class as previously recommended and to the No.1 (M/E) Cylinder being renewed at the earliest opportunity, twelve months limit.

Survey Fee (per Section 23)	£	:	:	Fees applied for 1/12/1958
Special Damage or Repair Fee (if any) (per Section 23.)	40	0	0	Received by me, 19
Travelling expenses (if chargeable)	6	0	0	
	2	13	0	

TUESDAY 6 JAN 1959

Committee's Minute. Assigned As now subject

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping (C. WALLIS.)

THURSDAY 28 JAN 1959

Delete "Surveyors overdue - class suspended 1/50" & insert "Surveyors overdue 12/58"

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

013057-03062-0236 1/2

m.s. "PORT WAIKATO"

FOUND.

RECOMMENDED.

No.1 Cylinder leaking slightly where previously metalocked.

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

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

That crankcase be cleaned out and lubricating oil renewed.

The foregoing repairs have now been carried out to my satisfaction.

In view of the fact that this No.1 Cylinder had been previously metalocked and now leaking it is recommended that it be renewed at the earliest opportunity with a limit of twelve months. This recommendation was referred to the Owners Engineer Superintendent who stated that it may be difficult to obtain an import licence from the authorities owing to the state of the N.Z. finance.

*[Handwritten signature]*

0236 2/2



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