

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

(Received at London Office)

-1 Apr 1926

Date of writing Report 29-3-26 When handed in at Local Office Port of Hull

No. in Reg. Book 26779 Survey held at Hull Date, First Survey 27-1-26 Last Survey 20-3-1926

on the Machinery of the Wood, Iron or Steel S.S. "TOTARA" ex Margaret Birch (No. of Vessels 4)

Tonnage { Gross 402 Vessel built at New Holland By whom Warren's New Holland Shipyard When 1925-1
 Net 148 Engines made at Gt. Yarmouth By whom Cuthbert & Co. Ltd. When 1925

Nominal Horse Power 55 Boilers, when made (Main) 1925 (Donkey) ✓

No. of Main Boilers 1 Owners The Union Steamship Co. Ltd. Owners' Address New Zealand
 (if not already recorded in Appendix to Register Book).

No. of Donkey Boilers ✓ Managers Port Hull Voyage ✓

Steam Pressure in Main Boilers 130 ✓ Surveyed Afloat ✓ in Dry Dock ✓ Queen & North Bridge Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ✓ (State name of Dock.) D.D.

Last Report No. PortParticulars of Examination and Repairs (if any) BS. & General Exam.

Periodical Surveys, when held, must be reported in detail and serially 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

Do. " Donkey " " " ✓

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 130 lb

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

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

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

Did the Surveyor examine all the mountings of the Main Boilers? yes , and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no If so, state reasons no

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

State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? 1/16

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

The boiler examined throughout & found in good working condition.

The cylinders, pistons, slides & pumps, propeller & sea connection fastenings examined.

Alterations:- An evaporator has now been fitted, with evaporator pump driven from main engines. A donkey pump, 3 1/2 x 2 1/4 x 4, has been fitted for boiler feed, with suction from fresh water tank. An extra discharge to boiler from main donkey pump has been fitted; also a boiler injector, with suction from ballast & exhaust tanks.

Electric light has been installed. Report on same will follow.

Spare gear as per London Report No. 89858 has been placed on board.

General Observations, Opinion, and Recommendation:- This vessel's machinery

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

as far as now seen is in good condition, & eligible in my opinion to remain as classed, & to have fresh record of BS 3.26.

Survey Fee (per Section 28) £ 2 :-
 Special Damage or Repair Fee (if any) £ :-
 Travelling Expenses (if chargeable) £ :-

Fees applied for
 31/3 1926
 H.R.
 Received by me,
 22-4-1926

Committee's Minute

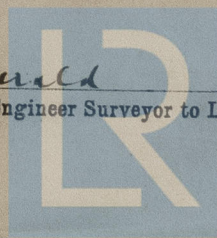
FRI. 9 APR 1926

Assigned

BS 3.26

P. Fitzgibbon

Engineer Surveyor to Lloyd's Register of Shipping.



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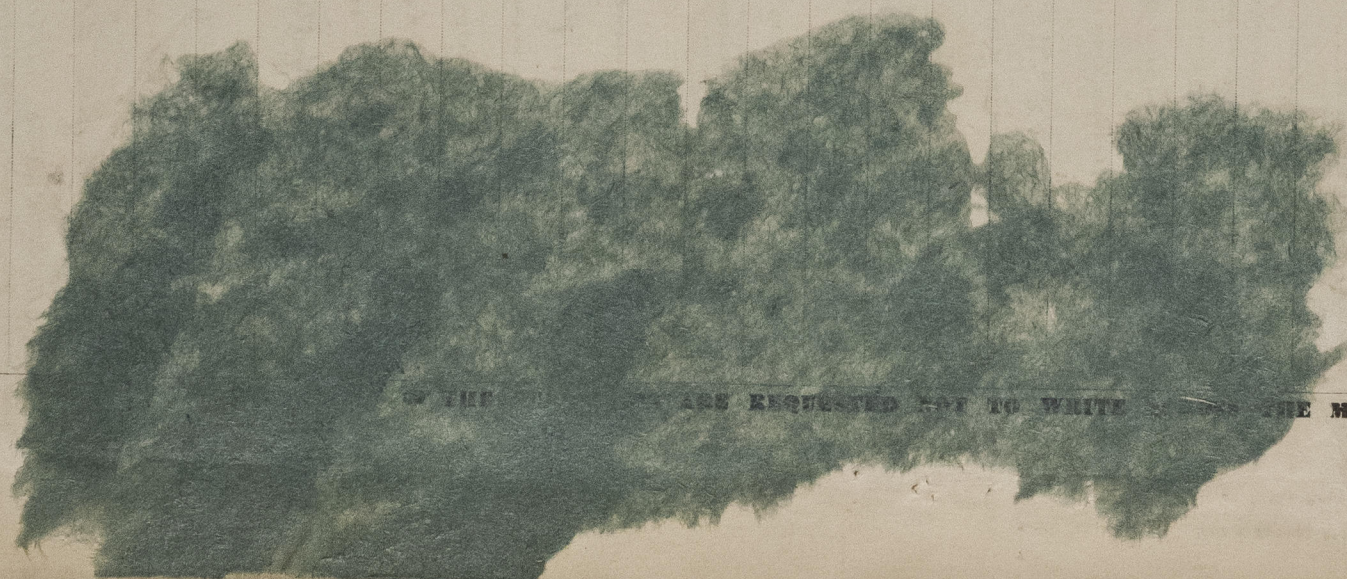
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B. L. Red space pen placed on
board.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD. BS. 3.26

SP
7/4/26



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