

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

THURS 28 JUNE 1888

No. *48560* Date of Writing Report *27 6 1888* Port of *London*
 No. in Reg. Book *2657* Survey held at *London* Date, first Survey *14 June* Last Survey *26 June 1888*
 on the Machinery of the *S.S. Ruapehu* Master *Greenstreet* No. of Visits *6*
 Tonnage { Gross *2657* Net *4163* Vessel built at *Glasgow* By whom *Elder* When *1883* YEAR. MONTH. *7*
 Registered Horse Power *800* Engines made at *Glasgow* When *1883* Boilers, when made (Main) *83* (Donkey)
 No. of Main Boilers *3* Owners *New Zealand S Co* Port *Lymington* Voyage
 Steam Pressure— in Main Boilers *110* If Surveyed Afloat or in Dry Dock Class of Vessel & Machinery *100A1*
 in Donkey Boiler *110* (State name of Dock.) (as in Register Book.) *9.87*

Last Survey No. *1283* Port *London*
 Particulars of Examination and Repairs (if any) *Special Survey not*
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?
 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?

Examined Sea-cocks & connections and found them good.

It is intended to draw the hull-plats for inspection on the vessels return to London in about 4 months time.

Examined 3 main double ended boilers & furnaces each and through combustion chambers and found them good. Most of the corrugated furnaces are patched at their back ends and some of these patches are being renewed. The back end flanges of the Starboard forward furnace of centre boiler has a few slight cracks which are not leaking and which do not interfere with the safety & efficiency of the boiler.

Examined the donkey boiler and all the safety valves and found them good. Examined shut valves, cylinders, pumps crankshaft thrust and tunnel stuffing and found them good.

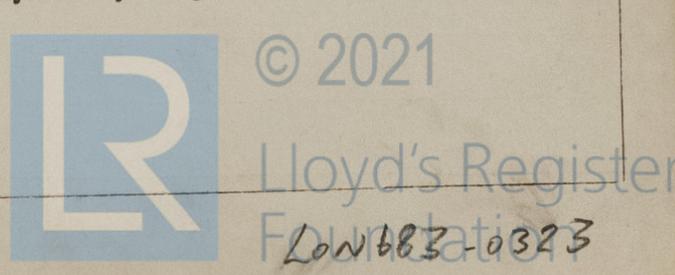
The main safety valves were found to blow off at 95 lbs and the donkey boiler valves at 109 lbs.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel is in a safe working condition and eligible in our opinion to have the notification + L.M.C. 688 recorded in the Register Book.*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	5	5	37 1888
Special Damage, Fee (per Section 28)	£	21	8	1888
*Certificate (if required) as per margin	£	3	9	1888
Travelling Expenses (if chargeable)	£	:	:	119 1888

C. H. Bromeyer
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *3 JULY 1888*
 Assigned *+ L.M.C. 688*



State if a Report is also sent on the Machinery of the Ship

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

It is submitted that this vessel is eligible to have the notification + Lm b 6.88 recorded.

WF
2/7/88

