

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

(Received at London Office.)

THURS 28 JUNE 1888

No. *276* Date of Writing Report *27 6* 188*8* Port of *London*
 No. in Reg. Book. *Survey held at London* Date, first Survey *14 June* Last Survey *26 June 1888*
 on the Machinery of the *S. L. Ruapehu* Master *Greenstreet* No. of Visits *6*
 Tonnage { Gross *2657* Net *4163* Vessel built at *Glasgow* By whom *Elder* When *1883* YEAR. MONTH.
 Registered Horse Power *200* Engines made at *Glasgow* When *1883* Boilers, when made (Main) *83* (Donkey)
 No. of Main Boilers *3* Owners *New Zealand S Co* Port *Lyttelton* 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. *Port* *+ LMC 1283*

Particulars of Examination and Repairs (if any)

(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 *Seacocks & connections and found them good.*

It is intended to draw the Laidlaw 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 shafting 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:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

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	3 188
Special Damage, Fee (per Section 28)	£	21	8	
*Certificate (if required) as per margin	£	:	3	119 188
Travelling Expenses (if chargeable)	£	:	:	

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

Committee's Minute

JULY 1888

Assigned

+ LMB 688



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Lloyd's Register
 Foundation
 LON 683-0323

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

