

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

(Received at London Office)

WED. 8 JUL 1891

No. _____ Date of Writing Report _____ 18. _____ Port of _____
No. in Survey held at London Date, first Survey ✓ Last Survey July 6 1891
Reg. Book. 474 on the Machinery of the S.S. "Huapehu" Master _____ No. of Visits 1
Gross 4163 Vessel built at Glasgow By whom J. Elder & Co When 1883-11
Net 2653 Engines made at _____ When 1883 Boilers, when made (Main) 1883 (Donkey) 1883
Registered Horse Power 600 Owners New Zealand S. Co Port London Voyage _____
No. of Main Boilers 3 X Surveyed Afloat in Dry Dock Albert Class of Vessel & Machinery + 100 A1
Steam Pressure in Main Boilers 110 lbs (State name of Dock.) _____ (As in Register Book, including dates of 1 LMC. 6.88
in Donkey Boiler 110 of last Boiler Survey.) B.S. 5.90
Last Survey No. 51648 Port London S.S. Lon: h. 1-88.

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 Main Boiler separately and make a thorough examination at this time?

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Starboard Main Boiler exd. internally & externally, all the furnaces more or less deflected, but not any worse than on last exam.

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; thus, for example, B.S. 1.89, B.&M.S. 1.89, or X L.M.C. 1.89, as the case may be.)

good & safe working condn. renders the vessel eligible in my opinion to remain as classed & have the notation B.S. 3.91 recorded as recommended per Lon. Rpt. dated March 91.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	✓	✓	18
Special Damage Fee (per Section 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

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

*State if Certificate is required

Committee's Minute

Assigned

FRI 24 JUL 1891

B S 3/91



© 2019

Lloyd's Register

Foundations 0375

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 cause it to show through to the other side.

It is submitted that this
vessel is desirible to have
B.S. 3. 91 recorded

W. A.
23. 7. 91



© 2019

Lloyd's Register
Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.