

52608

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

(Received at London Office) **FM 23 OCT 1891**

No. _____ Date of Writing Report 23. 10. 91 18 _____ Port of _____

No. in Reg. Book. 373 Survey held at London Date, first Survey Aug. 31 Last Survey Oct. 22 1891

on the Machinery of the S.S. "Matatua" Master _____ No. of Visits 4

Tonnage Gross 3322 Net 2190 Vessel built at Newcastle By whom R. Stephenson & Co When 1890-1

Registered Horse Power 300 Engines made at Appl. When 1890 Boilers, when made (Main) 1890 (Donkey) _____

No. of Main Boilers _____ Owners Shaw Savill & Albion Co Port Stampton Voyage _____

Steam Pressure in Main Boilers 160 lbs. If Surveyed Afloat or in Dry Dock Albert Class of Vessel & Machinery 1-100A1

in Donkey Boiler _____ (State name of Dock.) _____

Last Survey No. _____ Port _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 11.89

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 due to other causes. State also the dates and initials of any letters respecting this case. Repairs on account of Damage should be separated from

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?

The steam pipes leading to the winches fore & aft, have now had extra carriages fitted, & in way of examings wrought iron shape fitted to examings & deck, the whole covered with iron plating, & now appear to be strong & substantial.

General Observations, Opinion, and Recommendation:— *As far as seen this vessel thus, for example, B.S. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)*

appears eligible to remain as classed

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

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

Committee's Minute **TUES. 27 OCT 1891**

Assigned *As now*

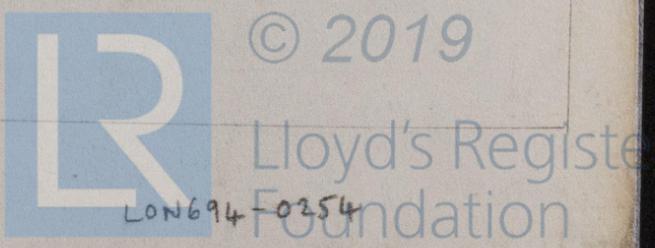
State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

16-L. R. V. A. Form No. 9. Transfer Fee—5,000, 18/9/91

*Certificate to be sent to

THE REGISTRAR GENERAL FOR SHIP AND MACHINERY

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



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 eligible to remain
IS CLISSED

W.S.
26 10 91

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation