

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

THURS. 29 OCT 1891

(Received at London Office)

No. \_\_\_\_\_ Date of Writing Report 27<sup>th</sup> Oct 18 91 Port of London

No. in Reg. Book 258 Survey held at London Date, first Survey 10<sup>th</sup> Aug Last Survey 20<sup>th</sup> Oct 1891

on the Machinery of the S.S. "Karama" Master G. Scruby No. of Visits 12

Tonnage Gross 3808 Net 2466 Vessel built at Sunderland By whom H. Doyford & Sons When 1890 4

Registered Horse Power 450 Engines made at D When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

No. of Main Boilers Two Owners New Zealand Ship Co Port Plymouth Voyage \_\_\_\_\_

Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100 A1. 109

in Donkey Boiler 60 lb (State name of Dock.) Mullwall d.d. + R. G. Albert (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 490

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any) Damage

(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?

Vessel placed in Graving dock

Examined Propeller found one blade fractured, studs in boss more or less loose & some bent,

Propeller shaft found a fracture at fore end of key way riveted? about 3" circumferentially.

Stern tube found same very slack in stern post.

All sea connections and their fastenings

Work on acc. of damage - Four new propeller blades fitted, all the studs in boss renewed, Stern tube put in lathe & after end of same turned to fit new stern post, new propeller shaft fitted, Shafting throughout stripped for examination.

The foregoing work was satisfactorily carried out, & recommended in consequence of the vessel grounding on the 16<sup>th</sup> of Feb<sup>y</sup> last, & subsequently losing three propeller blades, one (1) on the 29<sup>th</sup> of Ap<sup>l</sup> & two (2) on the 10<sup>th</sup> of March.

## Repairs to Boilers -

Two right wing furnaces in Port boiler had saddle plate cut out

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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

So far as seen the machinery of this vessel is in safe working condition & eligible in my opinion to remain as classed

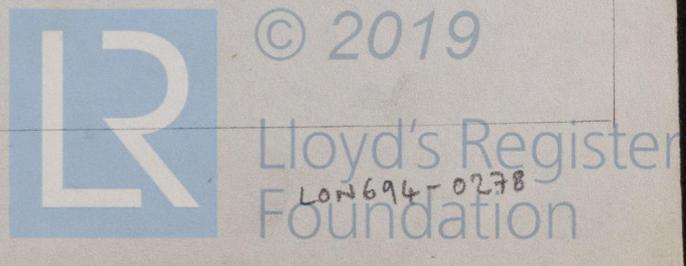
Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	<u>29/10/91</u>
Survey Fee (per Section 28).....	£ : :	Received by me,	
Special Damage Fee (per Section 28).....	£ 4 : 4 -		
Travelling Expenses (if chargeable).....	£ : :		

\*State if Certificate is required

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

Committee's Minute RE. 30 OCT 1891 | TUES. 3 NOV 1891

Assigned Remain as Classed | Def in res 91



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

Certificate to be sent to

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

52425. Jan.

and riveted patches effectually fitted. Several plain tubes renewed.  
Star boiler - For Star wing Furnace saddle plate cut out and riveted  
patch effectually renewed. Several rivets in shell circumferential seam  
(for end) renewed. Several plain tubes renewed.  
Several defective rivets in combustion chambers of both boilers were drilled out  
& renewed satisfactorily.

SFB

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

It is submitted that this  
vessel is eligible to remain  
as enclosed.

C. J. J.  
29.10.91

~~This submitted that in accordance  
with the practice which has  
hitherto been followed the  
damage in the case is sufficient  
to have dep. reported~~

John  
29/10/91



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