

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

(Received at London Office THURS. 3 DEC 1891)

No. 474 Date of Writing Report 3. 12. 91 18 91 Port of London

No. in Reg. Book 474 Survey held at London Date, first Survey Nov: 23 Last Survey Nov: 26 1891

on the Machinery of the S. S. "Ruapehu" Master No. of Visits

Tonnage Gross 4163 Net 2655 Vessel built at Glasgow By whom J. Elder & Co. When 1883 - 11

Registered Horse Power 600 Engines made at When 1883 Boilers, when made (Main) 1883 (Donkey)

No. of Main Boilers 3 Owners New Gld. S. S. Co. Port London Voyage

Steam Pressure in Main Boilers 110 lbs. If Surveyed Afloat or in Dry Dock Albert Class of Vessel & Machinery -1-100 A1

in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 4. 88 B.S. 3. 91

Last Survey No. Port

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?

At what pressure were they afterwards adjusted?

Vessel placed in dry dock, sea connections examined & found to be in good condition. The propeller & its fastenings sound & the tail shaft a good fit in stern bush.

S. S. No 2 now due. Owners propose doing this on vessel's return from present Voy: say in 4 mths:

General Observations, Opinion, and Recommendation:— As far as seen this vessel (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.) 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)	£	:	Received by me,
Travelling Expenses (if chargeable)	£	:	18

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

*State if Certificate is required

Committee's Minute FRI 18 DEC 1891 TUES. 3 MAY 1892

Assigned Deferred



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

To—L. E. P. H.—Form No. 2.—Transfer Ink—5,000, 18/8/91
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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 as classed

N.A.
17-12-91



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.