

52705

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

(Received at London Office. TUES. 9 FEB 1892)

No. 371 Date of Writing Report 8th Feb 1892 Port of London
Survey held at London Date, first Survey 16th Feb 1891 Last Survey 3rd Feb 1892
on the Machinery of the S.S. Longarero Master J. C. P. Bant No. of Visits 5
Tonnage Gross 4163 Net 2657 Vessel built at Glasgow By whom A. Elder When 1883 YEAR. MONTH. 8
Registered Horse Power 600 Engines made at " When 1883 Boilers, when made (Main) 1883 (Donkey) 1883
No. of Main Boilers 3 Owners New Zealand Ship Co. Ltd Port London Voyage New Zealand
Steam Pressure in Main Boilers 110 lb If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100A1.4.91
in Donkey Boiler 110 lb (State name of Dock.) R. Albert & Co (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) B.S. 491
Last Survey No. " Port " S.S. Lou: No 1.87 + LMC 4.88

Particulars of Examination and Repairs (if any) S.S. No 2

(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? Yes
Do. " Donkey " " " Yes
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? Yes
At what pressure were they afterwards adjusted under steam? 110 lb
Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes
To what pressure were they afterwards adjusted? 110 lb

Vessel placed in dry dock
Examined Propeller, stern bush, all sea connections & fastenings? found good
" Cyls, pistons, slide valves steam chests D D
" Crank, Thrust, Tunnel & propeller shafts D D
" All pumps with their buckets & valves & Condenser D D
" bilge connections & their roses, also sluice valves D D
" Main & donkey boilers & their safety valves int & ext D D
" gauged all the furnaces in main boilers found no difference from last survey

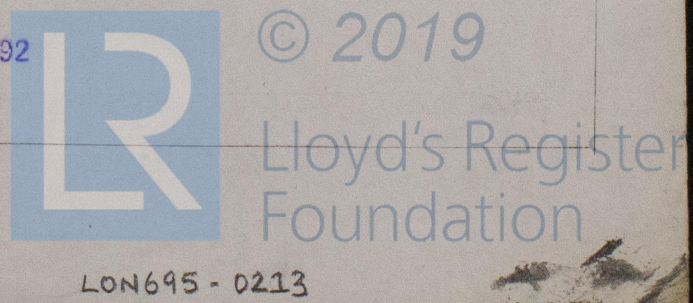
Tested main & donkey boilers under steam & adjusted safety valves to blow at 110 lb pressure.

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.)
Sofar as seen the machinery of this vessel is in good working order and eligible in my opinion to remain as classed & have + LMC 2.92 recorded in the register book

Office or Registration Fee (per Sec. 27).....	£ :	Fees applied for
Survey Fee (per Section 28).....	£ 5 : 10 : -	9/21 1892
Special Damage Fee (per Section 28).....	£ :	8
Travelling Expenses (if chargeable).....	£ :	Received by me
		8/31 1892

*State if Certificate is required
Committee's Minute FRI 12 FEB 1892 TUES. 21 JUN 1892
Assigned + LMC 2.92



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

10.-L.R.F. Form No. 9.-Transfer Ink -5,000, 18/8/91
*Certificate to be sent to
(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.

+LMC. 2.92

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9-2-92

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