

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* Last Survey *3rd Feb 1892*
 on the Machinery of the *S.S. Longarero* Master *J. C. Pons* No. of Visits *5*
 Tonnage Gross *4163* Net *2657* Vessel built at *Glasgow* By whom *J. Elder* When *1883* 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^{ys}* Port *London* Voyage *New Zealand*
 Steam Pressure in Main Boilers *110#* If Surveyed Afloat or in Dry Dock *Both* Class of Vessel & Machinery *100A1.4.91*
 in Donkey Boiler *110#* (State name of Dock.) *R. Albert D^o* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *B.S. 4.91 + LMC 4.88*

Last Survey No. *S.S. No 2* Port *S.S. Lou: No 1.87*
 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#*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*
 To what pressure were they afterwards adjusted? *110#*

Vessel placed in dry dock
Examined Propeller, Stern bush, all sea connections & fastenings found good
" Cyls, pistons, slide valves steam chests " " "
" Crank, Thrust, Tunnel & Propeller shafts " " "
" All pumps with their buckets & valves & Condenser " " "
" Bilge connections & their roses, also sluice valves " " "
" Main & donkey boilers & their safety valves int^l & ext^l " " "
" 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 lbs. pres.

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 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 -	<i>9/21 1892</i>
Special Damage Fee (per Section 28)	£ :	
Travelling Expenses (if chargeable)	£ :	Received by me <i>8/31 1892</i>

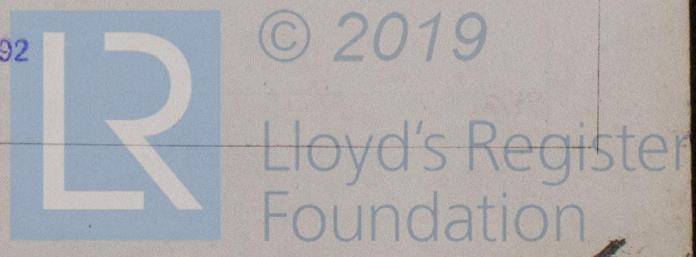
Robt. D. Albert
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

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 collected, and when, one will be sent.

*Certificate to be sent to
 16.-L. R. P. H.-Form No. 9.-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.



LON695 - 0213

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.

11.5.2001 + LMC.2-92

N.A.
9-2-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN



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