

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

MON. 2 MAY 1892

(Received at London Office.)

No. \_\_\_\_\_ Date of Writing Report 30<sup>th</sup> Apr 1892 Port of London

No. in Reg. Book. 1474 Survey held at London Date, first Survey 11<sup>th</sup> Apr Last Survey 27<sup>th</sup> Apr 1892

on the Machinery of the S.S. "Napier" Master Findlay No. of Visits 6

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

Registered Horse Power 600 Engines made at L When \_\_\_\_\_ Boilers, when made (Main) \_\_\_\_\_ (Donkey) \_\_\_\_\_

No. of Main Boilers three Owners New Zealand S.S. Co Port London Voyage New Zealand

Steam Pressure in Main Boilers 95 lbs If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100A1

in Donkey Boiler 100 lbs (State name of Dock.) Royal Albert Dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 7A 91

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

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? 95 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? 100 lbs

Boiler placed in graving dock  
Examined cylin, pistons, slide valves, steam chests, cranks, thrust  
tunnel and tail end, shafting, Condenser pumps with their buckets  
valves & connections, bilge connections, hoses, sluice valves, propeller,  
stern bush, all sea cocks & valves & fastenings - all found in good order  
The whole range of main steam piping (including three (3) new lengths)  
was tested by hydraulic pressure to 220 lbs static.

Examined main & donkey boilers and their Safety Valves in full & system  
gaged all the main boiler furnaces found no alteration since last survey  
Tested main & donkey boilers under steam & adjusted their Safety Valves  
to lift at 95 lbs & 100 lbs respectively

General Observations, Opinion, and Recommendation:— The machinery of this

(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, 21, B.M.S. 1, 01 or L.M.C. 1, 01, as the case may be.)

vessel is now in good working order and in my opinion eligible to  
remain as classed and to have the notification LMC 492 recorded  
in the register book

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 5 : 10 -	2137 1892
Special Damage Fee (per Section 28).....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	Received by me, 18/5/92

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

\*State if Certificate is required \_\_\_\_\_

Committee's Minute TUES. 3 MAY 1892

Assigned + LMC 492



*It is submitted that  
this vessel is eligible for  
THE RECORD + LMC 4-92*

*MA.  
2-5-92*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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