

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

(Received at London Office) TUES. 6 MAR 1894

Date of writing Report *6th March 94* is *94* When handed in at Local Office is *Port of London*.

No. in Reg. Book *388* Survey held at *London*. Date, First Survey *Jan 19th* Last Survey *Mar 2nd 1894*

on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. "Matatua"* Master *A. M^o Dougall*

Tonnage { Gross *3322* Net *2190* Vessel built at *Newcastle* By whom *R. Stephenson & Co* When *1890* 1. Engines made at *Hartlepool* When *1890* Boilers when made (Main) *1890* (Donkey) *1890*

Registered Horse Power *300* Owners *Shaw, Savill & Albign^o* Port *Southampton* Voyage *Australia*

No. of Main Boilers *Two* # Surveyed Afloat & in Dry Dock *Royal Albert wet & dry* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *S. S. No. 1* Port *S. S. No. 1*

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys. *100 A.I. Spawdk. 11.92.* Machinery and Boiler Surveys (including date of N.B., if any). *L.M.C. 11.89*

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? *162 lb.*

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

To what pressure were they afterwards adjusted? *76 lb.*

If the Survey is not complete state what arrangements have been made for its completion? *Complete.*

Vessel placed in dry dock - all sea ^{+ bilge} connections, propeller & fastenings examined. Propeller shaft drawn in, examined & found to be flawed at ends of liners - now renewed by spare one, and a new spare one placed on board, the marks on which agree with those of Forging report attached. Engines opened out - cylinders, pistons, slides, pumps, crank, thrust and tunnel shafting examined.

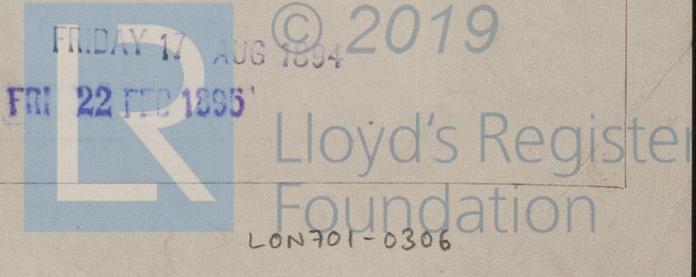
Both Main & Donkey boilers examined internally & externally & found in good condition - their safety valves examined & adjusted to above pressures. The lowest Galloway tube in Donkey boiler found fractured at both ends was now cut out, & plates efficiently over openings in firebox & also stayed.

General Observations, Opinion, and Recommendation: - *This vessel's machinery is now in safe working condition, eligible, in my opinion to remain as classed and to have record of + L.M.C. 2.94. entered in Register Book*

Office or Registration Fee (per Sec. 27) £ : : Survey Fee (per Section 28) £ *5:10:0* Special Damage Fee (per Section 28) £ : : Travelling Expenses (if chargeable) £ : : Fees applied for *7/3/1894* Received by me, *R. Elliott* Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute Assigned *+ L.M.C. 3.94*

FRI 9 MAR 1894 TUES. 3 JUL 1894



It is submitted that
this vessel is eligible for
THE RECORD + L.M.C. 3-94

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.

On acct of the propeller shaft, having
been found flawed. The new spare
shaft was fitted
on acct of the lower galloway
tube, ^{in the lower} ~~lower~~ fractured, it was
removed & plate fitted
instead

N.A
7-3-94

