

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

(Received at London Office

TUES. 6 MAR 1894

Date of writing Report *6<sup>th</sup> March 1894* When handed in at Local Office *18* Port of *London*.  
 No. in Reg. Book. *388* Survey held at *London*. Date, First Survey *Jan 19<sup>th</sup>* Last Survey *Mar 2<sup>nd</sup> 1894*  
 on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. "Matatua"* Master *A. M. Dougall*  
 Tonnage { Gross *3322* Vessel built at *Newcastle* By whom *R. Stephenson & Co* When *1890* 1.  
 Net *2190* Engines made at *Hartlepool* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*  
 Registered Horse Power *300* Owners *Shaw, Savill & Albion Co.* 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).  
 Steam Pressure—  
 in Main Boilers *160*  
 in Donkey Boiler *80*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *S. S. No. 1.*

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

To what pressure were they afterwards adjusted?

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

*Complete.*  
*Vessel placed in dry dock - all sea-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*

(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. 2,92, B.C.M.S. 2,92 or L.M.C. 2,92, as the case may be.)

*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

P.L.W.

Received by me,

4/4/1894

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

\*State if Certificate is required

Committee's Minute

Assigned *+ L.M.C. 3.94*

FRI 9 MAR 1894

TUES. 3 JUL 1894

FRI 22 FEB 1895

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Lloyd's Register Foundation

LON701-0306



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, <sup>in deck</sup> being fractured, it was  
removed & plate fitted  
instead

N.A.  
7-3-94



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