

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

(Received at London Office TUES. 31 JUL 1894)

Date of writing Report July 30 1894 When handed in at Local Office London 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey July 27 Last Survey July 28 1894

412 on the Machinery of the Wood, Iron or Steel S.S. MATATUA Master M. Bengali

Tonnage { Gross 3322 Net 2190 Vessel built at Newcastle By whom J. Stephenson & Co. Ltd When 1890 - 1

Registered Horse Power 1300 Engines made at Marlborough When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

No. of Main Boilers 2 Owners Shaw Savill & Albion Co. (Ltd) Port Southampton Voyage New Zealand

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock A Dry Dock

Steam Pressure in Main Boilers 160 lbs (State name of Dock.)

in Donkey Boilers 80 lbs

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and serially 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?

Examined propeller, stern bush, & sea connections fastenings; found one blade of propeller broken, otherwise all in good condition. The broken blade has now been renewed

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A-1.</u> <u>11-92.</u> <u>Sparked</u>		<u>L.M.C.</u> <u>3.94.</u>

No.
Survey not due

No

No

Completed

General Observations, Opinion, and Recommendation:—This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed

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

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

*State if Certificate is required

Committee's Minute FRIDAY 17 AUG 1894

Assigned as now

FRI 22 FEB 1895



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Lloyd's Register

LONDON 10025

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

*Certificate to be sent to

*The Surveyors are required 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.

On account of a propeller blade
being broken. A new blade
was fitted

It is submitted that
this vessel is eligible to
remain AS CLASSED.

R. A.
15-8-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation