

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

(Received at London Office)
 Date of writing Report *Sept. 24* 1894. When handed in at Local Office *18* Port of *London*
 No. in Reg. Book. Survey held at *London*. Date, First Survey *Sept 12* Last Survey *Sept. 18* 1894
 505 on the Machinery of the ~~Wood, Iron or Steel~~ *SS. RUAHINE* Master *Bone*
 Tonnage Gross *6127* Net *3926* Vessel built at *Dumbarton*. By whom *Denny Bros.* When *1891* 12
 Registered Horse Power *1627* Engines made at *D.* Boilers, when made (Main) *1891* (Donkey) *1891*
 No. of Main Boilers *3* Owners *New Zealand Shipping Co. Ltd. Port Plymouth.* Voyage *New Zealand*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *A. Allen Dock & Dry Dock.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *180 lbs*
 in Donkey Boilers *180 lbs*

Last Survey No. *Part P.S. 1201.* Port *London*
 Particulars of Examination and Repairs (if any) and Damage *100 F. 1. 4. 94* *L.M.C. 12. 91.*

(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 survey is not complete state what arrangements have been made for its completion?

Survey to be completed on vessel's return to the U.K. in about five months time.

Examined Cylinders, Pistons, Slide Valves, Crank, Thrust, Dumbel & propeller shafts & propeller & stem bush. Found propeller shaft flawed between the liners, propeller boss split in key way, & one propeller blade broken off at the root.

Repairs A new propeller shaft & propeller boss & one new blade have now been fitted & the stem bush has been rewooded.

This damage was sustained on a voyage from New Zealand to London.

To complete the survey, the main & Donkey Boilers & safety valves, Pumps & Condensor & Sea & Bilge connections to be examined & all safety valves adjusted under steam.

General Observations, Opinion, and Recommendation:— *This vessel's Machinery is now as*

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4, 01, B.&M.S. 4, 01 or L.M.C. 4, 01, 140 lb., F.D., &c.)

far as seen in good condition & in my opinion the vessel is eligible for record
L.M.C. with fresh date when the survey has been completed

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ 2 : 2 : 0
 Travelling Expenses (if chargeable) £ : : :

Fees applied for

25/9/1894

Received by me, *11/10/94*

15 FEB 1895

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

*State if Certificate is required

Committee's Minute

Assigned

FRI. DAY 28 FEB 1894

TUES. 18 JAN 1898

FRI. 6 AUG 1897

FRI. DAY 15 FEB 1895

FRI. 15 JAN 1897

FRI. 30 JUL 1897

FRI. APR 10 1896

TUES 1 SEP 1896

FRI. 15 JAN 1897

FRI. 30 JUL 1897

TUES. 31 MAY 1893

FRI. 15 JAN 1897

FRI. 30 JUL 1897

FRI. 30 JUL 1897

FRI. 30 JUL 1897

FRI. 30 JUL 1897

FRI. 30 JUL 1897

FRI. 30 JUL 1897

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Report of Survey
on the
propeller shaft of the
iron bark
It is submitted that
this vessel is eligible to
remain AS CLASSED. We have the
examination of the Cylinder
pistons, side valves, crank shaft
hopper & propeller shaft
propeller noted as
part S. S. No 1

A R R
85-9-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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