

# 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 is Port of London  
 No. in Reg. Book 505 Survey held at London Date, First Survey Sept 12 Last Survey Sept. 18 1894  
 on the Machinery of the ~~Wood, Iron or Steel~~ SS. "RUAHINE" Master Bone  
 Tonnage Gross 6127 Net 3926 Vessel built at Dumbarrow By whom Derry Bros When 1891 12  
 Registered Horse Power 1627 Engines made at D. When 1891 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. 1901 Port London  
 Particulars of Examination and Repairs (if any) and Damage 100 Ft. 1. 4. 94 H.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? No  
 Do. " Donkey " " " No  
 If this was not done, state for what reasons? Survey not due  
 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? No  
 Did the Surveyor examine the Safety Valves of the Main Boiler? No  
 At what pressure were they afterwards adjusted under steam? No  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? No  
 To what pressure were they afterwards adjusted?  
 If the 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, journal & 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 & standers on sea & bilge connections to be examined & all safety valves adjusted under steam.

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 for record  
H.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 11/10/1894  
 M. Salmon  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required  
 Committee's Minute FRI. DAY 28 FEB 1894 FRI. DAY 15 FEB 1895  
 Assigned TUES. 18 JAN 1893 FRI. 6 AUG 1897  
 TUES. 31 MAY 1893  
 FRI. APR 10 1896 TUES 1 SEP 1896  
 FRI. JAN 8 1897  
 FRI. 15 JAN 1897  
 FRI 30 JUL 1897  
 Lloyd's Register Foundation  
 Lon 703 - 0185

State if a Report is also now sent on the Ship  
 Form No. 9—Transit Fee 1/6, 4/4, 9/4  
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)  
 Certificates to be sent to

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.

Report of General  
New Bedford  
New Bedford  
New Bedford

It is submitted that  
this vessel is eligible to  
remain AS CLASSED.  
The examination of the Cylinder  
 Pistons, Side Valves, Gears, Crank  
 Shaft, & Propeller shafts  
 Propeller noted as  
 part 3. 3. 1101

A R R  
85-9-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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