

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

TUES. 29 JAN 1895

(Received at London Office)

Date of writing Report 26<sup>th</sup> Janry 95 When handed in at Local Office 18 Port of London  
No. in Reg. Book 33 Survey held at London Date, First Survey Janry 5<sup>th</sup> Last Survey 23<sup>rd</sup> Janry 895  
on the Machinery of the Wood, Iron or Steel S. S. Tainui Master E. J. Evans  
Tonnage { Gross 3031 Vessel built at Dumbarton By whom W. Denny & Bro. When 1884 MONTH 9  
Net 3231 Engines made at Do Boilers, when made (Main) 1884 (Donkey) 1884  
Registered Horse Power 800 Owners Haw Savill & Albion Co. Port Glasgow Voyage Australia  
No. of Main Boilers four No. of Donkey Boilers one  
Steam Pressure in Main Boilers 160 If Surveyed Afloat in Dry Dock Royal Albert wharf & dry docks. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
in Donkey Boilers 80

Last Survey No. Port  
Particulars of Examination and Repairs (if any) B. S. 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? 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? 160 lbs.  
Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.  
To what pressure were they afterwards adjusted? 73 lbs.  
If the Survey is not complete state what arrangements have been made for its completion? Complete.

The four Main, one Auxiliary and one Donkey boiler examined internally and externally; their safety valves examined and adjusted under steam to above pressures - the safety valves of the Auxiliary boiler adjusted to 82 lbs.  
Vessel placed in dry dock - the propeller and sea-connection fastenings examined & found in order.  
Repairs on account of wear & tear. - All the water space stays in sides and bottom of combustion chamber and thirty-eight in back of combustion chamber of Donkey boiler renewed.

General Observations, Opinion, and Recommendation: - This vessel's boilers are now in safe working condition and the vessel is eligible, in my opinion, to remain as classed with record of B. S. 1.95 entered in the Register Book.

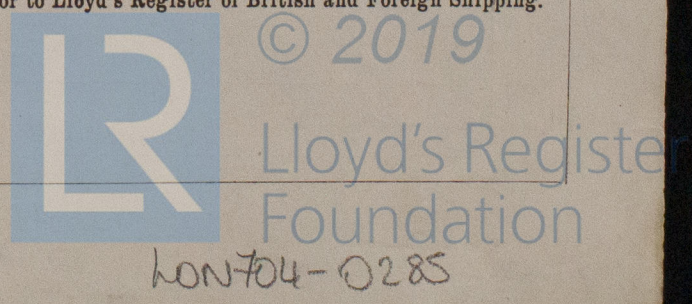
Office or Registration Fee (per Sec. 27) £ : : Fees applied for 311 1895  
Survey Fee (per Section 28) £ 3 : 0 : 0 less 10% 6 : 0  
Special Damage Fee (per Section 28) £ 2 : 14 : 0  
Travelling Expenses (if chargeable) £ : :  
Received by me, R. Elliott  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
\*State if Certificate is required  
Committee's Minute FRIDAY 7 FEB 1895  
Assigned B. S. 1.95

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

16-LRPB-Form No. 9-Transit Ink-3,000, 22/9/94.  
(The Surveyors are requested not to write on or before the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.





on account of Wear & Tear  
Moderate repairs effected  
to Donkey Boiler

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much clamped as to spread the ink, or cause it to show through to the other side.

It is submitted that  
this vessel is eligible for  
THE RECORD. BS 195

A R K  
31/195

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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