

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

TUES. JUN 16 1896

(Received at London Office)

Date of writing Report *13 June 1896* When handed in at Local Office *15 June 1896* Port of *London*No. in Reg. Book *806 788* Survey held at *London* Date, First Survey *9 June* Last Survey *10 June 1896*on the Machinery of the *Wood, Iron or Steel* *S.S. Buteshire* Master *Capt. W. L. ...*Tonnage { Gross *5574* Net *3676* Vessel built at *N. C.* By whom *A. S. Watson & Co. Ltd.* When *1893* YEAR. MONTH.Registered Horse Power *422* Engines made at *"* When *'73* Boilers, when made (Main) *'73* (Donkey) *'73*No. of Main Boilers *2* Owners *Murphy & Martin & Co.* Port *Glasgow* Voyage *Cardiff*No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *James Linn Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).Steam Pressure— in Main Boilers *160 lb* in Donkey Boilers *50*Last Survey No. *"* Port *"*Particulars of Examination and Repairs (if any) *Damage +100 A. 11-95 +200 12-93*

(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?

Has the propeller shaft been drawn and examined at this time? *yes.*If the Survey is not complete state what arrangements have been made for its completion? *Survey complete.*

Now done in account of Damage by Two Propeller Blades breaking off on the 14<sup>th</sup> March 1896 while this vessel was in her voyage from New Zealand towards London. See New Zealand Report No 168. Also copy of Damage Report attached herewith:— Head placed in dry dock. Tail shaft drawn in and hit stern-bush and the Propeller examined. Found the stern-bush worn down and a crack in one of the Ribs of the Propeller Boss. This crack is not considered as interfering with the efficiency of the Boss at present but it is recommended that it be again examined in twelve months. When two tail-bush owners. Damage Repair— new lining now fitted in stern-bush. The Owners have also fitted Four new Manganese Bronze Propeller Blades. As ordinary examination: Outside fastenings of the Sea Connection examined and found good.

## General Observations, Opinion, and Recommendation:—

(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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

The Machinery of this vessel is in good order and, in my opinion, eligible to remain as classified without further record subject to the Boss of Propeller being examined in twelve months.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *9/7/96*  
Survey Fee (per Section 28) £ : :  
Special Damage Fee (per Section 28) £ *2.2.*  
Travelling Expenses (if chargeable) *less 10% £ 0.44* Received by me, *11/7/96*  
*1/18/96*

\*State if Certificate is required

Committee's Minute *FRI. JUL 10 1896*Assigned *As now subject.*



*Stern bush rewooded & 4 new propeller  
blade fitted*

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

*Subject to the propeller boss being  
again surveyed within 12 months*

*L.M.*

*9/7/96*