

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

SAT. 19 MAR 1898

Date of writing Report March 18, 98 When handed in at Local Office 18 Port of London
No. in Reg. Book 1009 Survey held at London Date First Survey March 14 Last Survey March 17, 1898
on the Machinery of the Wood, Iron or Steel S.P. Mar of New Zealand Master W. Reed
Tonnage Gross 4712 Net 3637 Vessel built at Belfast By whom Warkman, Clark, & Co. Ltd When 1895 YEAR. MONTH.
Registered Horse Power 457 Engines made at Do When 1895 Boilers, when made (Main) 1895 (Donkey) —
No. of Main Boilers 3 Owners C. P. Corry & Co Port Belfast Voyage New Zealand
No. of Donkey Boilers 0 If Surveyed Afloat or in Dry Dock S. A. Dock
Steam Pressure in Main Boilers 180 lbs (State name of Dock.)
in Donkey Boilers 0

Last Survey No. 59670 Port London

Particulars of Examination and Repairs (if any) Steam pipes.

(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.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A.1.12.97.</u>		<u>L.M.C. 3.95.</u>

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " " "

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?

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? ✓

If spare propeller shaft fitted, state whether new? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Completed

One of the Main Steam pipes having cracked at the flange, two new steam pipes have now been fitted. These pipes have been tested by hydraulic pressure to twice the working pressure, with satisfactory results.

The new pipes are made with larger & easier bends than the old ones.

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

(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. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)

as far as seen is good condition & in my opinion the vessel is eligible to remain as classed.

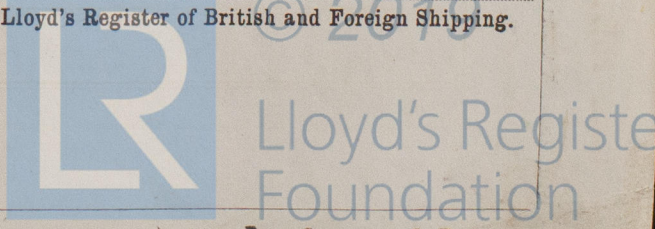
Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

State if Certificate is required

Committee's Minute

Assigned

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



LON715-0085

One main steam pipe cracked at the flange.
Two new steam pipes, made with larger &
easier bends, have been tested & fitted

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.

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

A. G. S.

19. 3. 98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation