Rpt. 9.

No. 59729.

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

(Received at London Office)

Date of writing Report March 28 1898   When handed in at Local Office   18   Port of London

No. in Reg. Book. 448   Survey held at London   Date, First Survey 19.2.98 Last Survey March 28 1898   No. of Visits 14

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. Matatua   Master Frans.

Tonnage { Gross 3393. Net 2173.   Vessel built at Nwc.   By whom R. Hephenson Co.   When 1890   YEAR. MONTH.

Registered Horse Power 329/2   Engines made at Hpl.   When 1890   Boilers, when made (Main) 1890 (Donkey) 1890.

No. of Main Boilers 2   Owners Shaw, Savill, Albion Co Lin   Port Southampton   Voyage New Zealand

No. of Donkey Boilers 1
Steam Pressure— in Main Boilers 160lbs   If Surveyed Afloat or in Dry Dock R. A. Docks Dry Dock   Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers 80lbs   (State name of Dock.)

Last Survey No.   Port

Particulars of Examination and Repairs (if any) S.S. No. 2.

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B. if any).
✠ 100 A.1. 9.97		✠ L.M.C. 3.94
S.S. Lon No. 1-94		B.S. 3.97

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? 164 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes   To what pressure were they afterwards adjusted? 80 lbs.

Has the propeller shaft been drawn and examined at this time? Yes   If spare propeller shaft fitted, state whether new? New shaft fitted.

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? Stern bush rewooded Completed.

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

Examined Main & Donkey Boilers and mountings, also cylinders, pistons, valves, pumps, condenser, sea & bilge connections, crank, thrust, tunnel, & propeller shafts, propeller, stern bush & fastenings.

Repairs due to wear & tear. New propeller shaft fitted (old shaft corroded) stern bush rewooded, new uptake tube fitted in Donkey Boiler & a patch fitted in Donkey Boiler furnace.

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.)

in good condition & in my opinion the vessel is eligible for the record ✠ L.M.C. 3.98

Geo. Salmon.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
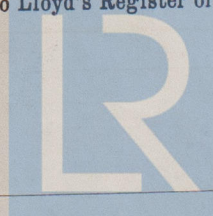
Screw shaft found corroded now
renewed, stern bush renewed, small N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.
repairs to Donkey Boiler on acc of
wear & tear.

It is submitted that
this vessel is eligible for
THE RECORD. +L M C 3,98

FG
30/3/98