

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

FRI. 23 SEP 1898

(Received at London Office)

Date of writing Report *22 Sept 98* When handed in at Local Office *22 Sept 98* Port of *London*
 No. in Reg. Book. *561* Survey held at *London* Date, First Survey *14 Sept 98* Last Survey *22 Sept 98*
 on the Machinery of the *Wood, Iron or Steel* *S. S. Prunehu* Master *Thompson*
 Tonnage { Gross *4202* Net *2659* Vessel built at *Glasgow* By whom *J. Elder & Co.* When *83* Ballers, when made (Main) *83* (Donkey) *83*
 Registered Horse Power *584* Engines made at *"* Owners *New Zealand S. Co. Ltd* Port *London* Voyage *Port-Adelaide*
 No. of Main Boilers *3* No. of Donkey Boilers *1* Steam Pressure in Main Boilers *110 lb* If Surveyed Afloat or in Dry Dock *Afloat in Royal Albert Dock*
 in Donkey Boilers *70* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Complete. L.M.C. + 100 A. 1. 9. 98. + L.M.C. 6. 96. B.S. 9. 97.*
 (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?

To what pressure were they afterwards adjusted under steam? *110 lbs*

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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?

*Complete**Now done: - Main Safety Valves adjusted as above.*

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, 97, B.&M.S. 9, 97 or L.M.C. 9, 97, 110 lb, F.D., &c.)

The Machinery of this vessel so far as has been seen, is in good order and in my opinion eligible to remain as now classed with fresh record of + L.M.C. 9. 98. as already recommended in Newcastle Report No 37201.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for

Survey Fee per Section 28) £ : : 18

Special Damage Fee (per Section 28) £ : : 18

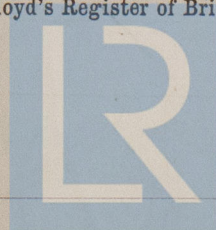
Travelling Expenses (if chargeable) £ : : 18

State if Certificate is required

Committee's Minute

Assigned *+ L.M.C. 9. 98* subject*D. Ritchie*

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



Lloyd's Register Foundation

LON716-0356

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

+ L.H.B. 9.98

Subject to the D.B. being again
examined before the end
of Feb 99.

22/9/98

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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