

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

(Received at London Office FRI. 14 OCT 1898)

Date of writing Report Oct 13th 1898. When handed in at Local Office 18 Port of London.

No. in Reg. Book. Survey held at London. Date, First Survey Sept 27 Last Survey Oct 12th 1898

560. on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "Ruahine" Master J. Bone.

Tonnage { Gross 6127 Net 3926 Vessel built at Dumbarton. By whom Denny Bros. When 1891 Boilers, when made (Main) 1891 (Donkey) 1891

Registered Horse Power 3 Engines made at Do. Owners New Zealand S. Co. Ltd. Port Plymouth. Voyage New Zealand.

No. of Main Boilers 3 No. of Donkey Boilers 1 Steam Pressure—180lbs in Main Boilers 180lbs in Donkey Boilers 180lbs

If Surveyed Afloat or in Dry Dock Afloat & Dry Dock (State name of Dock.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) P.S. & Donkey.

(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?

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?

Examined Main & Donkey Boilers internally and externally and safety valves, also propeller, propeller shaft, stern bush, & fastenings, all in good condition.

Stern bush rewooded.

General Observations, Opinion, and Recommendation:—This vessel's Boilers & Engines

(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 are now in good condition & in my opinion the vessel is eligible for the record B.S. 10,98.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee per Section 28) £ 2. 10. 0
 Special Damage Fee (per Section 28) £ 5. 0
 Travelling Expenses (if chargeable) £ 2. 5. 0

Fees applied for

15/10 1898

Received by me

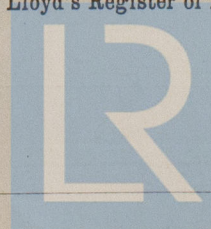
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required

Committee's Minute

Assigned

THUR. 18 OCT 1898



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LON716-0445

Low ship - Briles exam'd.

N.B.—If this Report is copied by Ceyping 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 for
THE RECORD.

B.L. 1498

17/10/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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