

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

(Received at London Office. THUR. 17 AUG 1899)

Date of writing Report 15th Aug 18 99 When handed in at Local Office 18 Port of London
No. in Reg. Book 29 Survey held at London Date, First Survey 1st Aug Last Survey 8th Aug 18 99
on the Machinery of the Wood, Iron or Steel Ss Waimate Master J. J. Hamon
Tonnage Gross 5610 Net 3629 Vessel built at Newcastle By whom Hawthorn Leslie & Co. When 1896 9
Registered Horse Power 491 Engines made at " When 1896 Boilers, when made (Main) 1896 (Donkey) 1896
No. of Main Boilers 3 Owners New Zealand Shipping Co. Port Plymouth Voyage New Zealand
No. of Donkey Boilers 1
Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Royal Albert
in Donkey Boilers 90 (State name of Dock.)

Last Survey No. 60827 Port Lon 61305

Particulars of Examination and Repairs (if any) Docking

(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? 8"

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

This vessel was placed in dry dock. Propeller, stern bush and sea connection fastenings examined and found in good condition

General Observations, Opinion, and Recommendation:— The machinery as far as

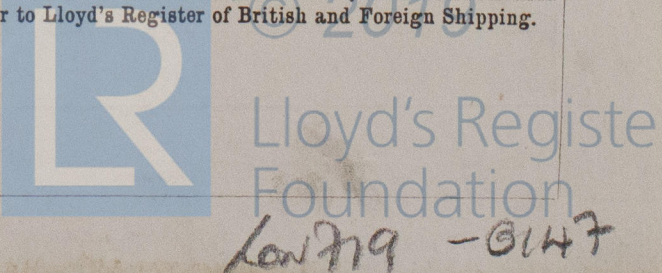
seen is now in good and efficient condition, and in my opinion this vessel is eligible to remain as classed in the Register Book.

Office or Registration Fee (per Sec. 27)..... £ : :	Fees applied for
Survey Fee (per Section 28)..... £ : :	10
Special Damage Fee (per Section 28)..... £ : :	Received by me,
Travelling Expenses (if chargeable)..... £ : :	18

State if Certificate is required

Committee's Minute Assigned As now

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



Lon 719 - 0147

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

17/1/99

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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