

June 25 1897.

Edward. M. Salmon.

The Owners Messrs The New Zealand
Shipping Company Limited, via the Rev. S. S.
"Guapetua" + 202 tons on June 3rd 1897 and
subsequent dates, whilst the vessel was lying
in the Royal Albert Dock and the Victoria
Dock, London, in order to make a preliminary
survey to ascertain the extent of the damage
stated to have been sustained by the machinery
of the vessel whilst ashore at Cape Hornwell
Spit New Zealand on January 1st 1897 and
remaining ashore till January 4th 1897,
whilst on a voyage from London to Wellington.
For further particulars of damage see the
Log Book.

On examination found that the
white metal had been cut up in the following
part of the Main Bearing and crank pin boxes
the guide shoes, crossheads the H.P. go-ahead
eccentric, the Thrust shoes & some of the
Tunnel bearings, Wood in Stem Gear & main
shaft; Air pump & cylinder all grooved and

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the bucket slack; Shaft of centrifugal pump broken
the bearings out up and down, Condenser side
plates buckled and the condenser down side leaking
Joints of Main and Auxiliary S. T. valves and
connections leaking, & Crank pin out and
ground.

Boilers. On examination found in Starboard
Combustion Chamber two saddle patches leaking
in side plate buckled. Several rivets and
two saddle patches leaking (Starboard Boiler).

Centre Boiler. In centre combustion chamber the
side plates badly buckled the saddles & several
rivets leaking; In port combustion chamber the
saddle plate at the after end & the patch on the
saddle plate at the forward end leaking.

Port Boiler. In the starboard combustion chamber
port side plate buckled and one saddle plate
leaking; in the centre combustion chamber
saddle plate and two patches leaking and the
port side plate buckled; in the port combustion
chamber, patch on saddle plate leaking and
starboard side plate buckled.

Recommendations. That the crank shaft be
trued & the bottom tracers be examined, that the
crank pins be renewed; that the Main bearings and
main pin tracers, the guide shoes, overheads,
the A. P. overhead eccentric, the thrust shoes, &
after funnel bearings be examined; that the
thrust shaft and after funnel be examined
shaft be trued up in the lathe.

shaft be drawn aboard for examination, the stem
be rewooded; the sea valve connections be
overhauled, cleared & replaced; that the air
pump chambers be bored out true & that new
buckets be fitted; that new shaft & frames
be fitted to the centrifugal pump; that the
Condenser be opened out, tube plates straightened,
tubes cleaned and repaired, and that all joints
of main and auxiliary stop valves & connections
be remade.

Boilers. Recommended that in Starboard Boiler
Starboard Combustion Chamber, the buckled plate
be cut out and a patch about 3 feet square be
fitted, and that the leaking patches be pared and
recaulked; in Centre Combustion Chamber, about
two dozen rivets be renewed and two leaking
patches recaulked.

Centre Boiler Centre furnace, both sides of
Combustion Chamber be cut out where buckled
& patches be fitted and riveted (one patch 2 feet
x 2 feet & one patch 3 feet square), about forty rivets
be put in saddle plate joint & saddle
be recaulked; Port Combustion Chamber be
saddle plate at after end be partly renewed
& at the forward end the saddle be pared
and recaulked.

Port Boiler In the Starboard Combustion
Chamber the side plate (Port side) be cut out
where damaged and a patch about 3 feet
square be fitted & riveted, the duplicate side
plate

floor the repaired with an 18" patch.
Centre Combination Chamber. The repair
saddle floor the repaired with an 18" patch, three
additional stays. The pitch 9 two stay nuts
lanced on the inside of the chamber & two
saddle between the bars & anchored.

Port Construction Chamber. The patch a saddle
plate the removed & three additional stays
the port a star-board side of construction
chamber where the plate is backless.

The recommendations were made in order to
put the machinery (as far as can be seen at
the present examination) in as good & efficient
condition as before the damage was sustained.

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