

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

(Received at London Office 9 - MAR 1916 9161 1111 6)

Date of writing Report 7th March 16 When handed in at Local Office 9 - MAR 1916 Port of London

No. in Reg. Book 115 Survey held at London Date, First Survey 28th Jan Last Survey 2nd March 1916

on the Machinery of the Wood, Iron or Steel T.S. "Rangatira" Master H. D. Lowden

Tonnage Gross 7469 Net 4742 Vessel built at Belfast By whom Workman & Clark Ltd When 1910-2

Registered Horse Power 920 Engines made at " " By whom " " When 1910-2

No. of Main Boilers 5 Boilers, when made (Main) 1910 (Donkey) " "

No. of Donkey Boilers 205 Owners Shaw Savill & Albion Co. Ltd Port South Voyage " "

Steam Pressure in Main Boilers 205 If Surveyed Afloat or in Dry Dock Afloat & Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. " " Port " "

Particulars of Examination and Repairs (if any) B.S. & T.S.

(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.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? Yes

Was a damage report made by anyone else? If so, by whom? Yes

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

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? Yes To what pressure were they afterwards adjusted under steam? 205

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? " "

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? " " or is it without liners? " "

Has shaft now been changed? No If so, state reasons " "

Is the shaft now fitted new? No Has it a continuous liner? " " or two liners? " " or is it without liners? " "

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? Rewooded

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

How done Examined the main boilers in their entirety, afterwards examined and adjusted safety valves under steam as above noted.

Vessel placed in dry dock. propellers, stern bushes, outside fastening and sea connections examined.

Both tail shafts drawn in, examined and refitted

General Observations, Opinion, and Recommendation: — The machinery of this vessel

(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. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 149 lb., F.D., &c.)

as far as now seen is in good condition and eligible in my opinion to remain as classed and have fresh records of B.S. 3, 16 and T.S. 3, 16.

Survey Fee (per Section 28) £ 3.0.0 Fees applied for 9 - MAR 1916

Special Damage or Repair Fee (if any) £ : (per Section 28.)

Travelling Expenses (if chargeable) £ : Received by me, John S Gordon

Committee's Minute TUE. 14. MAR. 1916 WED. 26. APR. 1916

Assigned AS 7.16 FRI. 26. MAY. 1916

FRI. AUG. 4 - 1916

Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book.

In a Certificate required if so, to be sent to

BP due 2.16 held & secured
Kraft Brand

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 to cause it to show through to the other side.

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

BP 3.16

S 3.16

J.P.

10.3.16

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation