

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

(Received at London Office

TUES. SEP 22 1896

Date of writing Report 21st Sept. 96 When handed in at Local Office 18

Port of London

No. in Reg. Book. Survey held at London.

Date, First Survey 22nd June 1896 Date, Last Survey 3rd Sept 1896

41 on the Machinery of the Wood, Iron or Steel S.S. "Rakaia"

Master J.A. Sutcliffe

Tonnage { Gross 3628

Vessel built at Newcastle

By whom R.W. Hawthorn, Leslie & Co. When 1895

Registered Horse Power 491

Engines made at Do.

Boilers, when made (Main) 1895 (Donkey) 1895

No. of Main Boilers 3

Owners New Zealand S.C.

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 Dock

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 90

(State name of Dock.) and Millwall dry dock.

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage.

100 A1.
12. 95.

L.M.C. 6. 95.

(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?

No.

Do. " Donkey " " "

No.

If this was not done, state for what reasons?

Not due for survey.

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?

No.

At what pressure were they afterwards adjusted under steam?

Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler?

No.

To what pressure were they afterwards adjusted?

Not adjusted

Has the propeller shaft been drawn and examined at this time?

Yes.

If the Survey is not complete state what arrangements have been made for its completion?

Complete

Now done on account of damage, stated to have been caused by the vessel grounding on the 5th January 1896 off the West Coast of Africa during a voyage from London to Auckland. — All main, thrust, and propeller shafting examined; all cylinders, pistons, slide valves, pumps, condenser and sea and bilge cocks and valves examined. The three crank pin brasses and the three go-ahead guide shoes re-metalled. The suction valve and seat of the Sanitary pump renewed. The chamber of the Ballast Donkey filed up, the bucket and one crosshead pin renewed, and the crank shaft faired and replaced. The chamber of Horn's pump re-bored, the bucket and rod renewed, both suction valves seats re-bushed and guard for suction valves renewed. The crank shaft and one cover for bearing for engine to drive Air pump and Supplementary Condenser renewed and one bracket carrying bearing for shaft patched with a gun-metal patch. The brass liners of the L.P. and I.P. eccentric straps pinned out to fit straps and re-fastened. One

General Observations, Opinion, and Recommendation: — This vessel's machinery is now

(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. 9.95, B.M.S. 9.95 or L.M.C. 9.95, 140 lb., F.D., &c.)

in safe working condition and eligible, in my opinion, to remain as classed, without further record of survey.

Office or Registration Fee (per Sec. 27) £

Fees applied for

Survey Fee (per Section 28) £

23. 9. 1896

Special Damage Fee (per Section 28) £ 8 8 0

Received by me,

Travelling Expenses (if chargeable) £ 17 0 0

23/10/96

State if Certificate is required

Committee's Minute

FRI. SEP 25 1896

Assigned

R. Elliott

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



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One propeller blade failed and replaced. The stern tube, taken out to effect repairs to stern frame, replaced. The nuts of ten steam space stays inside Main boilers at forward ends taken back & rejoined. The landings at back of each Main boiler re-caulked and lagging renewed, where necessary. Thirty plain tubes in Main boilers renewed & several others expanded where leaking. About sixteen leaky steam pipe joints remade. An intermediate length of tunnel shafting, fitted in Wellington, has been examined & found in order.

Repairs due to wear and tear. — The H.P. piston Ramsbottom rings renewed.

In addition to above, a special survey was held on the Starboard Refrigerating Condenser and the repairs effected on it, at the request of the owners — for details of which please see copy of report.

R. E.

Length of tunnel shafting, fitted at Wellington, examined.
Considerable repairs to engines & slight
repairs to main boilers owing to damage.

It is submitted that
this vessel is eligible to
remain AS CLASSED.

R. E.
23.9.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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