

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

SAT. 4 JUN 1898

(Received at London Office)

Date of writing Report June 3 1898. When handed in at Local Office London is London Port of London.

No. in Reg. Book. Survey held at London. Date First Survey and. Last Survey May 31<sup>st</sup> 1898

H2 on the Machinery of the Wood, Iron or Steel S.S. "Nakaia" Master Sutcliff

Tonnage { Gross 5628 Net 3660 Vessel built at New Zealand By whom Hawthorn Leslie & Co. Ltd When 1895 YEAR. MONTH. 6

Registered Horse Power 491 Engines made at Do. When 1895 Boilers, when made (Main) 1895 (Donkey) 1895

No. of Main Boilers 3 Owners New Zealand S. Co. Ltd. Port Plymouth Voyage New Zealand

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock A. A. Dry Dock

Steam Pressure— in Main Boilers 160 lbs in Donkey Boilers 90 lbs

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

Last Survey No.                      Port                     

Particulars of Examination and Repairs (if any) Docking

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>H 100 A 1. 11. 97.</u>		<u>H L.M.C. 6. 95</u>

(Periodical Surveys, when held, must be reported in detail and seriatim 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? Survey not due

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?                     

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted?                     

Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new?                     

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? 1/16 full.

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

Examined propeller, Stern bush, & Sea connection fastenings found same all in good condition.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now as far as in good condition & in my opinion the vessel is eligible to remain as classed

Office or Registration Fee (per Sec. 27)..... £ : : Fees applied for

Survey Fee (per Section 28)..... £ : : 18

Special Damage Fee (per Section 28)..... £ : : ✓

Travelling Expenses (if chargeable)..... £ : : Received by me, 18

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

P. M. Salmon

State if Certificate is required                     

Committee's Minute Assigned

FRL 10 JUN 1898

Lloyd's Register Foundation

LON 715-0416

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent? (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

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

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

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 cause it to show through to the other side.

*H.S.*  
*8.6.98*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation