

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

(Received at London Office, THURS 7th AUGUST 1888)

No. *395* Date of Writing Report *14th 8* 188*8* Port of *London*
 No. in Reg. Book. *395* Survey held at *London* Date, first Survey *10th Aug.* Last Survey *14th Aug. 1888*
 on the Machinery of the *S. P. Tangariro* Master *W. B. Bone* No. of Visits *2*
 Tonnage { Gross *2687* Net *463* Vessel built at *Glasgow* By whom *J. Elder & Co* When *1883* 8
 Registered Horse Power *600* Engines made at *Glasgow* When *1883* Boilers, when made (Main) *1883* Donkey)
 No. of Main Boilers *110* Owners *New Zealand S. S. Co.* Port *Luffield* Voyage
 Steam Pressure— in Main Boilers *110* If Surveyed Afloat or in Dry Dock *Albert Dock* Class of Vessel & Machinery *100 A1*
 in Donkey Boiler (State name of Dock.) (As in Register Book.) *6-87*

Last Survey No. *10-88* Port *+ L.M.E.*

Particulars of Examination and Repairs (if any) *Part Special Survey.*
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?
 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?

Examined Sea-cocks & connections & found them.
It is intended to draw the vessels tail shaft on her return from her present voyage.

General Observations, Opinion, and Recommendation:— *As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classed.*
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for 188 received by me, 188
Survey Fee (per Section 28)	£	:	:	
Special Damage, Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

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

Committee's Minute *FRIDAY 24 AUGUST 1888*
 Assigned



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

It is submitted that this vessel
is eligible to remain a classed

DF

23/9/88

