

51802

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

(Received at London Office) SAT. 25 APR 1891

No. \_\_\_\_\_ Date of Writing Report 25. 4. 91 is \_\_\_\_\_ Port of \_\_\_\_\_  
No. in Reg. Book. 347 Survey held at London Date, first Survey Apr. 10 Last Survey Apr. 24 1891  
on the Machinery of the S. S. Tongariro Master \_\_\_\_\_ No. of Visits 5  
YEAR. MONTH.  
Tonnage { Gross 4163 Vessel built at Glasgow By whom J. Elder & Co When 1883 - 8  
Net 3854 Engines made at \_\_\_\_\_ When 1883 Boilers, when made (Main) 1883 (Donkey) 1883  
Registered Horse Power 600 Owners New Zealand S. Co Port London Voyage \_\_\_\_\_  
No. of Main Boilers 3 Steam Pressure 110 lbs. & Surveyed Afloat & in Dry Dock Albert  
in Main Boilers 110 lbs. (State name of Dock.) Class of Vessel & Machinery - 1-100 A1.  
in Donkey Boiler 110 lbs. (As in Register Book, including dates of 1- L.M.C. 488  
Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Special Surveys of Ship and B.S. 3. 90  
of last Boiler Survey.) S.S. Lon: No 1-87.

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

(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 Main Boiler separately and make a thorough examination at this time?  
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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Vessel placed in dry dock, sea counter: exd: & found to be in good condition, the propeller & its fastenings sound, & the tail shaft a good fit in stern bush.

Main boilers exd: internally & externally: all the furnaces found to be more or less deflected & apparently about the same as on last survey, the tops & sides of some of the comb. chus: slightly bulged about the same as before. The remdr: of boilers in good condn: - Safety Valves in good condn: & tested under stm: to 110 lbs

Winch boiler exd: & found in good condn: Safety valves in good condn: Valves lifted at 110 lbs

Engines moved under stm: when all was found to be satisfactory

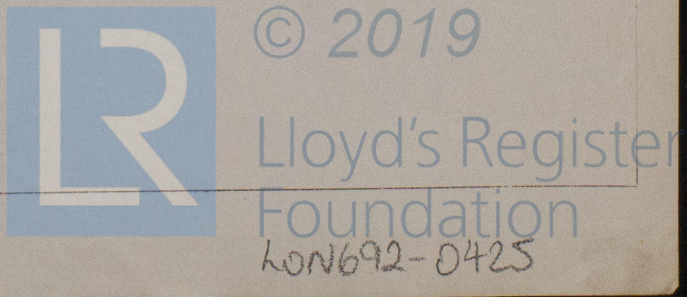
General Observations, Opinion, and Recommendation:—

(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: thus, for example, B.S. 1,89, B.&M.S. 1,89, or L.M.C. 1,89, as the case may be.)

good & safe working condn: renders the vessel eligible in my opinion to remain as classed & have the notification B.S. 4. 91 recorded, subject to annual B.S. as per rule.

Office or Registration Fee (per Sec. 27)..... £ : :	Fees applied for
Survey Fee (per Section 28)..... £ 2 : 10:	27/4/91
Special Damage Fee (per Section 28)..... £ : :	Received by me,
Travelling Expenses (if chargeable)..... £ : :	28/4 1891

\*State if Certificate is required  
Committee's Minute TUES. 28 APR 1891  
Assigned B.S. 4/91



State if a Report is also new sent on the Ship or if not whether, and when, one will be sent.  
16.-L. R. P. L.-Form No. 9.-Transfer Ink-5000, 25-2-91.  
The Surveyors are requested not to write on or below the space for Committee's Minute.

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



It is submitted that this vessel  
is eligible to have  
B.S. 4-91 recorded.

N. 8.

27-4-91

