

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

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 in Main Boilers 110lbs If Surveyed Afloat or in Dry Dock Albert Class of Vessel & Machinery -1-100 A1.

in Donkey Boiler 110lbs (State name of Dock.) _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 488
B.S. 3.90
S.S. Lon. No 1-87.

Last Survey No. _____ Port _____

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, etc. & found to be in good condition, the propeller & its fastenings sound, & the tail shaft a good fit in stern bush.

Main boilers etc. 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 remain. of boilers in good condn. - Safety Valves in good condn. & tested under stn. to 110lbs

Winch boiler etc. & found in good condn. Safety valves in good condn. Valves lifted at 110lbs

Engines moved under stn. when all was found to be satisfactory

General Observations, Opinion, and Recommendation:— The boilers being now in good & safe working condn. renders the vessel eligible in my opinion to remain as classed & have the notification B.S.H. 91 recorded, subject to annual B.S. as per rule.

(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.)

Office or Registration Fee (per Sec. 27)..... £ : :	Fees applied for	27/4/91	ESB
Survey Fee (per Section 28)..... £ 2 : 10	Received by me,		
Special Damage Fee (per Section 28)..... £ : :	28/4 1891	Geo. E. Wilkinson.	
Travelling Expenses (if chargeable)..... £ : :		Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.	

*State if Certificate is required

Committee's Minute TUES. 28 APR 1891 FRI. 1 MAY 1891

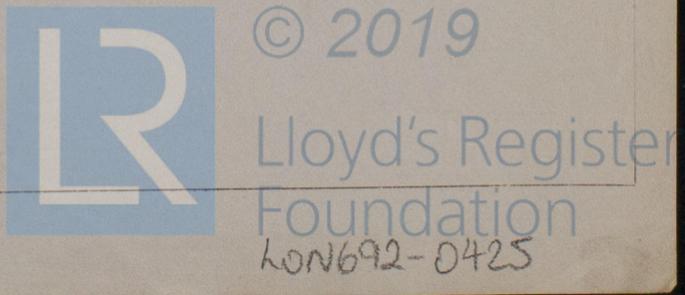
Assigned B.S. 4/91

State if a Report is also new sent on the Ship or if not whether, and when, one will be sent.

*Certificate to be sent to

16.-L. R. P. L.-Form No. 9.-Transfer Ink-5000, 25-2-91.

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.A.

27-4-91

