

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *30th Jan. 1892* When handed in at Lloyd's Office *20th Feb. 1892* Port of *London* TUES. 2 FEB 1892

No. in Reg. Book. *Survey held at London* Date, First Survey *15th Jan. 1892* Last Survey *27th Jan. 1892*

371 on the *Steel Screw Steamer TONGARIRO* Master *J. E. Bone*

TONNAGE:— Built at *Elasgow* By whom *J. Eldon & Co.* When *1883*

GROSS *4163* Owners *New Zealand Shipping Co.* Port belonging to *London*

UNDER DK. *3854* Owners' Address *(Not already recorded in Appendix to Register Book.)*

NET *2657* Surveyed Afloat or in Dry Dock? *Dry Dock* Name of Dock *Royal Albert* Destined Voyage *New Zealand*

WB=DBa — tons; — tons; u&B — tons; CellDB — tons; FPT — tons; APT — tons; MT — tons.

Last Survey, No. *52301* Port *London*

(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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Part S.S. No. 2*

This vessel has been examined in the Royal Albert dry dock, and afloat in the Royal Albert docks. In the purpose of completing as far as practicable the S.S. No. 2 in accordance with the London Report.

The bottom found in good order has been cleaned and painted. The holds and peaks have been cleared, the hatches of ceiling lifted, timbers cleaned out, and the floors and cement examined and found in good order. The fore peak was found in need of cleaning & painting which will be done on the voyage, and the after peak was found in good order.

The coal bunkers, excepting the foremost pockets in each side of the vessel along the sides of the reserve bunker, have been cleared, the hatches of ceiling lifted, the floors and cement examined and found in good order, and the sides of the vessel in these parts scaled & painted.

The bilges under the engines, boiler and stokeholes have been cleaned out.

SUMMARY OF DAMAGE REPAIRS: — Plates, Fair or Repaired: — Frames, ditto. — Plates, Renewed: — Frames, ditto. Other Repairs: —

PRESENT CONDITION OF THE			
Decks	<i>Good</i>	Transoms, Pointers, & Crutches	<i>Good</i>
Waterways	<i>Good</i>	Timbers of Frame at the openings	<i>When seen</i>
Coamings	<i>Good</i>	Ditto ditto at other places	<i>Good</i>
Up'r Dk. Beams & Fastenings	<i>When seen</i>	Keelsons	<i>Good</i>
Low'r Dk. Beams & Fastenings	<i>Good</i>	Clamps, Shells & Stringers	<i>Good</i>
Plating	<i>Good</i>	Salting	<i>Good</i>
Planking	<i>Good</i>	Ceiling	<i>Good</i>
Trussing or Rivets	<i>Good</i>	Cement or Asphalte (State which.)	<i>Good</i>
Breasthooks & Stemson	<i>Good</i>	Tanks (State if now tested.)	<i>Good</i>
		Caulking of Bottom, Dk. & Wat'rways	<i>Good</i>
		Copper, or Y.M. (State if on Vell.)	<i>Good</i>
		When put on, Month — Year —	<i>Good</i>
		Rudder	<i>Good</i>
		Windlass & Capstan	<i>Good</i>
		Pumps	<i>Good</i>
		Engine Room Skylights	<i>Good</i>
		Coal Bunker, Open'gs, Lids, &c.	<i>Good</i>
		Scuppers	<i>Good</i>
		Cargo & Main Hatchways	<i>Good</i>
		Hatches	<i>Good</i>
		Boats	<i>Good</i>
		Masts, Yards, &c.	<i>Good</i>
		Condition, how ascertained	<i>Good</i>
		Sails	<i>Good</i>
		Anchors No. of <i>4 B, 1 S, 2 H</i>	<i>Good</i>
		Cables, length <i>300</i> size <i>2 1/4</i>	<i>Good</i>
		(State if now ranged)	<i>Ranged</i>
		Hawsers & Warps	<i>Good</i>
		Standing & Running Rigging	<i>Good</i>

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of S.S. No. 1-91 and ptND91, &c."

The vessel, so far as now seen, is in good and efficient condition, and eligible in my opinion to remain as classed, and I have record of survey 1,92, and in completion of the survey in accordance with this report to have notation of S.S. No. 2.

Office Fee (if chargeable) per Scale II, Sec. 27	£	Fees applied for,	
Survey Fee (per Section 28)	£		18
Special Fee (if any)	£	Received by me,	
Chargeable	£		18
Second Surveyor's Fee (if any)	£		

Committee's Minute *FRI 12 FEB 1892* TUES. 21 JUN 1892

Character assigned *Deferred for completion*

pt No. 2 + 2 MC 2,92

Clear St. Jordan

Surveyor to Lloyd's Register of British & Foreign Shipping.

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and examined, and the flms and framing found in good order, but the cement under the bolus and stanchions was found in a defective state in places, and has now been repaired.

The masts and spars have been examined and the fore and main topmasts found defective and these have now been renewed.

The rigging has been overhauled and the fore topmast backstay renewed.

The chain cables have been ranged and examined, and 300 fathoms found complete and in good order.

To complete the survey, the foremast pockets along the sides of the reserve broken on each side of the mast remain to be examined, and the owners have been informed of this by letter a pen copy of which is attached.

Chas. H. Jordan

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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