

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

SAT. 29 OCT 1892

(Received at London Office)

Date of writing Report *October 28 1892* When handed in at Local Office *London* Port of *London*

No. in Reg. Book *394* Survey held at *London* Date, First Survey *Oct 26* Last Survey *Oct 26 1892*

on the Machinery of the *Wood, Iron or Steel* *SS. TONGARIRO* Master *J. F. Bone*

Tonnage { Gross *4163* Net *2657* Vessel built at *Glasgow* By whom *J. Elder & Co.* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*

Registered Horse Power *600* Engines made at *Do.* Owners *New Zealand Ship. Co. Ltd* Port *London* Voyage *New Zealand*

No. of Main Boilers *-* If Surveyed *1* in Dry Dock *Royal Albert Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers *110 lbs* in Donkey Boiler *-*

Last Survey No. *-* Port *-*

Particulars of Examination and Repairs (if any) *Condition.*

(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 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?

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?

If the Survey is not complete state what arrangements have been made for its completion?

Whilst vessel was in dry dock, examined propeller, stern push & sea connection's fastenings satisfactory. A new propeller has been fitted, the old one having been taken off to use on another vessel.

General Observations, Opinion, and Recommendation:— *This vessel's machinery is now*

(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. 0,02, B.&M.S. 0,02 or L.M.C. 0,02, as the case may be.)

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

*State if Certificate is required

Committee's Minute *FRI 4 NOV 1892*

Assigned *As now*

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



© 2019

Lloyd's Register Foundation

LON697-0273

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

*Certificate to be sent to Committee's Minute.

14—LRPH—Form No. 0—Transfer Ink—6,000, 7/9/92.

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

It is submitted that
this vessel is eligible to
remain as L.S.S.D.

For a change a new
propeller was fitted

N.A.
3-11-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019
Lloyd's Register
Foundation