

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

(Received at London Office 25/8/94)

Date of writing Report Aug 24 18 94 When handed in at Local Office 18 94 Port of London  
 No. in Reg. Book. Survey held at London Date, First Survey Aug 3 Last Survey Aug 22 18 94  
410 on the Machinery of the Wood, Iron or Steel S.S. "TONGARIRO" Master Mayors  
 Tonnage { Gross 4163 Vessel built at Glasgow By whom J. Elder & Co. When 1883 YEAR. MONTH.  
 { Net 2657 Engines made at do. Boilers, when made (Main) 1883 (Donkey) 1883  
 Registered Horse Power 600 Owners New Zealand Shipping Co. Ltd. Port London Voyage New Zealand  
 No. of Main Boilers 3 If Surveyed Afloat or in Dry Dock A. Albert Dock & Dry Dock  
 No. of Donkey Boilers 1 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure—110 lbs  
 in Main Boilers  
 in Donkey Boilers 100 lbs

Last Survey No.                      Port                       
 Particulars of Examination and Repairs (if any) B.S. 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 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? Yes  
 Do. " Donkey " " " Yes  
 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? Yes  
 At what pressure were they afterwards adjusted under steam? 103 lbs per sq. in.  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes  
 To what pressure were they afterwards adjusted? 100 lbs per sq. in.  
 If the Survey is not complete state what arrangements have been made for its completion? Completed

Examined Main & Donkey Boilers internally & externally & safety valves, also propeller, stern bush & sea connections' fastenings, all found to be in good condition except the furnaces of the Main Boilers, which were all more or less deflected. These furnaces have now all been set up fair.

The safety valves were adjusted under steam.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now as far as seen in good condition & in our opinion the vessel is eligible to remain as classed with record B.S. 8.94.

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ 2 : 10 : 0  
 Special Damage Fee (per Section 28) £ : :  
 Travelling Expenses (if chargeable) £ : :  
 Fees applied for 25 AUG 18 94  
 Received by me, R. Elliott  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

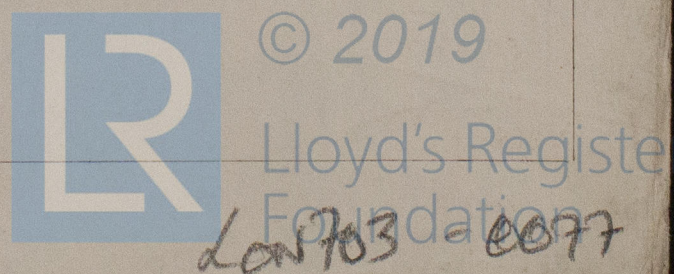
\*State if Certificate is required  
 Committee's Minute TUES. 23 AUG 1894  
 Assigned B.S. 8.94

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

14-LRPH—Form No. 9—Transfer Ink—5,000, 4/9/94.  
 (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.





on account of the damages of  
The Main Boilers being  
deflected they have now  
been set up fair

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.

It is submitted that  
this vessel is eligible for  
THE RECORD 338,94

J R R

25-8-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation