

WED 5 JUN 1895

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

(Received at London Office)

Date of writing Report 4th June 1895 When handed in at Local Office is Port of London

No. in Reg. Book 410 Survey held at London Date, First Survey May 82 Last Survey 30th May 1895

on the Machinery of the Wood, Iron or Steel S. S. "Tongariro" Master F. Maynes

Tonnage { Gross 4163 Net 2657 Vessel built at Glasgow By whom J. Elder & Co When 1883 8

Registered Horse Power 600 Engines made at Do When 1883 Boilers, when made (Main) 1883 (Donkey) 1883

No. of Main Boilers Three Owners New Zealand Shipping Co. Port London Voyage New Zealand

No. of Donkey Boilers one If Surveyed Afloat in Dry Dock Royal Albert dock wet docks Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 110

in Donkey Boilers 100

Last Survey No. PortParticulars of Examination and Repairs (if any) Confident

(Periodical Surveys, when held, must be reported in detail and verbatim 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?

Propeller & sea-connection fastenings examined & found in order.
The propeller shaft drawn inboard, examined, & found to 16 1/4" was found renewed and the bottom half of stern bush rewooded. (please see foregoing report attached).

Main & Donkey boilers excd. int. & ext. ; their safety valves also excd. & found in order & the latter adjusted under steam to above pressures.

New H. P. piston rod now fitted, on account of wear & tear.
The stern bush was found to be damaged and was now renewed.

General Observations, Opinion, and Recommendation:— This vessel's boilers are now
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 494, B.A.M.S. 494 or L.M.C. 494, 140 lb., F.P., &c.)
in safe working condition and the vessel is eligible, in my opinion, to remain as classed with record of B.S. 5.95 entered in the Register Book.

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
6.6.18 25
+10.6.95
 Received by me,
18/ 18 95

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

* State if Certificate is required

Committee's Minute

FRI 7 JUN 1895

TUES 23 JUL 1895

Assigned

Deferred



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LON 705-0321

on account of Wear & Tear
Tail end shaft renewed

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 Boiler Survey has been
held, but since then an
intimation has been
received that the vessel
has been disabled through
damage to one of her
Boilers.

It is understood
that action is
deferred pending
the receipt of
a further
report on the
state
ARR
6-6-95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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