

REPORT of SURVEY for REPAIRS, &c.

No. 52425

MON. 26 OCT 1891

Date of writing Report 26th Oct^r 1891 When handed in at Local Office

Port of London

No. in Reg. Book.

Survey held at London

Date, First Survey 8th August Last Survey 17th Oct^r 1891

258 on the Steel Screw Steamer "Otarama" (ex. "Sea King")

Master

Banks -91

TONNAGE:-

Built at Sunderland

By whom W. Doxford & Sons

When 1890

GROSS

2460 net

Owners New Zealand Shipping Co (Lim.)

Port belonging to Plymouth.

UNDER DECK

3808 gross

NET

3609 under

Owners' Address

Surveyed Afloat or in Dry Dock? In Dry Dock Name of Dock Millwall (Rail & Dock)

Destined Voyage New Zealand

WB=DBa

tons; f

tons; uE&B

tons; Cell DB

655 tons; }

FRT

tons; APT

tons; MT

tons. }

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.

For Special Survey.

Date of last Survey and of Periodical Surveys.

Years

Assigned

expired.

Machinery and Boiler

Surveys

(including date of N.B., if any).

100A.1

spark

10, 90

L.M.C. 4, 90.

Last Survey, No. 52425 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

Repair of damage stated to have been due to grounding, to fire, and to stress of weather.

Repair of damage by grounding. The vessel placed in dry dock, and the bottom examined. The vessel hung fore and aft. A large number of rivets in the flat keel plate renewed, and the butts of flat keel plate, and the lower landing edges of the garboard strakes recaulked where necessary fore and aft. The butts of plating at the bilges recaulked. Two plates of the top of ballast tank in the fore hold, removed on the port side. Two plates of the funnel removed. The ballast tanks cleared and cleaned all fore and aft and examined. The stern frame having been found fractured in three places, has now been renewed of cast steel, as per accompanying sketch, and tested in accordance with the Rules - certificate attached. In order to remove the stern frame, one plate of the garboard and two plates of the counter plating were removed, also the rudder trunk, rudder and solid cement aft; one deep bracket plate, and one horizontal plate at after.

SUMMARY OF DAMAGE REPAIRS: 14 Plates, Fair'd or Repaired; 6 Frames, ditto. 1 Plate, Renewed; 0 Frames, ditto. Other Repairs: new stern frame

PRESENT CONDITION OF THE

Decks	good	Transoms, Painters, & Crutches	good	Copper, or I.M.		Hatches	good
Waterways	02	Timbers of Frame at the openings	02	(State if on hull)		Boats	02
Coamings	02	Ditto ditto at other places	02	When put on, Month	Four	Masts, Yards, &c.	02
Up'r Dk. Beams & Fastenings	02	Keelsons	02	Rudder	good	Condition, how ascertained	from deck
Low'r Dk. Beams & Fastenings	02	Clamps, Shells & Stringers	02	Windlass & Capstan	02	Sails	not exam'd
Plating	02	Selling	02	Pumps	02	Anchors No. of	3 B. 1 P. 2 K.
Planing	02	Ceiling	02	Engine Room Skylights	02	Cables, length	part seen good
Trunnels or Rivets	02	Cement or Asphalt (part new)	02	Coal Bunker, Open'gs, Lids, &c.	02	(State if now ranged)	no
Breasthooks & Stemson	02	Tanks (State which)	02	Scuppers	02	Hawsers & Warps	good
		(State if now tested.)	02	Cargo & Main H'tch'w'ys	02	Standing & Running Rigging	02
		Caulking of Bot'm, D'k, & Wat'rw'ys	02				

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 ss No. 1-91 and ptND91, &c."

This vessel is in good and efficient condition, eligible in our opinion to remain as classed, and to have record of survey 10, 91.

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	:	:	29/10/18.91
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	10	: 10	Received by me,
Travelling Expenses (if chargeable)	£	:	:	31. 10. 18.91
Second Surveyor's Fee (if any)	£	:	:	

*Is Certificate now required?

FR. 30 OCT 1891

TUES. 3 NOV 1891

Committee's Minute

Character assigned

100A.1

spark

sup 91

4 dup 91 in

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Lloyd's Register Foundation

LON694-0277

Is a Report also sent on the Machinery of the Ship? If not, state whether, and when, one will be sent?

*Certificate to be sent to

Form No. 2 for Repairs, 200,000, 24/9/91, -Transfer Ink, (The Surveyors are requested not to write on or below the space for Committee's Minute.)

N.B. - All alterations in the existing records should be underlined.

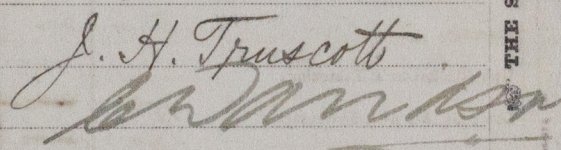
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end of upper deck, also part of the fittings (wood) removed. Between the upper and lower decks, part of one transom plate removed, also part of one frame on each side. The new stern frame having been fitted, the garboard plate and the two plates at the counter, alluded to, were refitted. Solid cement right aft renewed and the parts already enumerated refitted and renewed as required. The rudder reshipped, together with the stuffing boxes and other fittings.

In connection with the damage to the bottom—two plates of the flat keel forward have been refitted; one plate about 70 feet from right aft faired in place at the landing edges—a short length of these landing edges unriveted, and the garboard on each side at this place faired in place. On the starboard side forward, two plates of (A) or garboard strake refitted. On the port side forward, one plate of (A) strake refitted—one plate of (B) strake renewed and one plate faired in place. One plate of (B) strake about 50 feet from the stern refitted. One plate of (C) strake forward, refitted. On the port side forward, four frames and a short length of the lower angle bar of tank side faired. One iron ladder and two pillars to hold beams refitted in the fore hold. The cement in way of the damaged plates and in other parts of the bottom renewed. The two plates removed from the tank top in fore hold, refitted, and the ballast tanks of the double bottom filled and tested by a head of water. Two plates of the funnel refitted. The insulation and ceiling where removed in connection with the repairs, made good. The bottom of the vessel repainted.

The repair of damage by fire. The ceiling on the tank top in the fore cross bunker, also the timber boards at the sides of this tank lifted. The tank top cleaned, tarred and cemented. The ceiling on this tank relaid—seven planks of the same renewed.

The repair of damage by stress of weather. The quadrant of rudder repaired and two springs renewed. Winch pipes & water pipes &c. made good. Ventilator cowls forward repaired. Few awning struts repaired &c.

J. H. Truscott


N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened 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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