

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

MON. 5 DEC 1892

(Received at London Office)

Date of writing Report *Dec. 3<sup>d</sup> 1892* When handed in at Local Office *London* is *18* Port of *London*

No. in Reg. Book *265* Survey held at *London* Date, First Survey *Dec. 3<sup>d</sup> 1892* Last Survey *1892*

*265* on the Machinery of the *Wood, Iron or Steel* S.S. "*OTARAMA*" Master *G. W. Banks* (No. of Visits *one*)

Tonnage { Gross *3808* Net *2465* Vessel built at *Sunderland* By whom *W. Doxford & Sons* When *1890. 4*

Registered Horse Power *450* Engines made at *Sunderland* When *1890* Boilers, when made (Main) *1890* (Donkey)

No. of Main Boilers *1* Owners *The New Zealand S. Co. Ltd. Port Plymouth Voyage*

Steam Pressure in Main Boilers *160 lbs.* If Surveyed Afloat or in Dry Dock *By Royal Albert* (State name of Dock.)

in Donkey Boiler

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 how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100 A1 Spear DM.</i>	<i>10.91</i>	<i>L.M.C. 4.90</i>

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

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

(Periodical Surveys, when held, must be reported in detail and seriatim 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? *Not opened out.*
- 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? \_\_\_\_\_

*Vessel placed in Dry Dock:- Examined fastenings of Sea connections also Propeller, and found same satisfactory.*

General Observations, Opinion, and Recommendation:—

(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.)

*This vessel is not, as far as can be seen, eligible in my opinion to remain as classed*

Fees applied for

Office or Registration Fee (per Sec. 27)	£	:	:	18
Survey Fee (per Section 28)	£	:	:	
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

Received by me, \_\_\_\_\_

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

\*State if Certificate is required \_\_\_\_\_

Committee's Minute \_\_\_\_\_

Assigned *as now*

FR! 9 DEC 1892



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LON697-0416

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

\*Certificate to be sent to \_\_\_\_\_

16-L.R.F. Form No. 9—Transfer Ink—106, 7/19/92.

(The Surveys 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.

*It is submitted that  
this vessel is liable to  
remain in CHASSED*

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.

*CWS  
8/12/92*

*PROBABLE RESIDUAL SURVEYOR JOHN STEVENSON & JOHN PROFF*



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.