

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 31<sup>st</sup> Oct 94 When handed in at Local Office 18

Port of London

No. in Reg. Book

Survey held at London

Date, First Survey 15<sup>th</sup> Aug 94Last Survey 25<sup>th</sup> Oct 1894

286 on the Wood, Iron or Steel S. S. "Otarama"

(No. of Vessels)

Master Jennings

TONNAGE:-

GROSS 3808

UNDER DK. 3609

NET 2460

Built at Sunderland By whom H. Dorford &amp; Sons When 1890

Owners New Zealand Shipping Co. (Ltd.) Port belonging to Plymouth

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? O. H. Name of Dock Royal Albert Destined Voyage Lytleton

WB=DBa tons; f tons; uE&amp;B tons; CellLB tons; FPT tons; APT tons; MT tons.

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

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A 1	3.94	27/191
Spar dk		+2. M.C. 4.90

Society's Freeboard (if assigned) as painted on Ship and now verified 7 ft. 11 1/2 ins.

Last Survey, No. 55258 Port Lon

(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, Chains, or Hawsers 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 Completion of S. Survey No. 1, and damage caused by Collision with the S. "Navorth Castle" on the 30<sup>th</sup> Sep 94. (See London report No. 55258) —

Steel and bottom examined in dry dock, and the bottom cleaned and recoated, the timbers, and ceiling equal to the requirements of the rules removed, the inside of cell double bottom cleaned out, also the plates and coal bunker, cement examined and found good, the surface of the plating, frames cleaned and recoated throughout, masts, spars & rigging examined, pumps, stoves &c. overhauled, and all the requirements of the rules now complied with. — H.B. Tanks tested by water pressure. Now done on account of damage.

On the Port bow the whole of the side plating of fore-castle cut out and renewed, four sheerstrake plates, and three plates in the strake below sheerstrake removed and renewed, two shell plates

SUMMARY OF DAMAGE REPAIRS: — 11 Plates, Fair'd or Repaired; 2 Frames, ditto. 11 Plates, Renewed; 13 Frames, ditto. Other Repairs beams, stringers, hawse pipes.

PRESENT CONDITION OF THE		Hatches	
Decks	Good	Boats	Good
Waterways	9	Masts, Yards, &c.	9
Coamings	9	Condition, how ascertained	Good
Up'r Dk. Beams & Fastenings	9	Sails	Good
Low'r Dk. Beams & Fastenings	9	Equipment letter	H
Plating	9	Anchors, No. of	3 B. 18. 2 K
Planking	✓	Cables (State if now ranged)	No
Transoms or Rivets	9	length size	✓
Breasthooks & Stemson	9	Rule length size	✓
Transoms, Pointers, & Crutches	Good	Hawsers & Warps	Good
Timbers of Frame at the openings	9	Standing & Running Rigging	9
Ditto ditto at other places	9		
Keelsons	9		
Clamps, Shelves & Stringers	9		
Butting (State if examined.)	9		
Ceiling	9		
Cement or Asphalt (State which.)	9		
Tanks (State if now tested.)	Good. Tested		
Caulking of Bot'm, D'k, & Wat'rw'ys	Good		
Copper, or P.M. (State if on Plate.)			
When put on, Month	Year		
Rudder	Good		
Windlass & Capstan	9		
Pumps	9		
Engine Room Skylights	9		
Coal Bunker, Open'gs, Lids, &c.	9		
Scuppers	9		
Cargo & Main H'tch'w'ys	9		

General Observations, Opinion as to Class, Recommendation, &amp;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 not in good and efficient condition, and eligible to remain as Classed, and may be marked S. S. Lon No. 1.94. with record 10.94.

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	:	Fees applied for,	5/11 18.94
Survey Fee (per Section 25)	£ 6	:	0	Received by me,	7. Mowbray
Special Damage or Repair Fee (if any) (per Sec. 25.)	£ 10	:	10		
Travelling Expenses (if chargeable)	£	:	:		
Second Surveyor's Fee (if any)	£	:	:		

\*Is Certificate now required?

Committee's Minute

Character assigned

100A1 Spar dk. + 2 M.C. 10.94  
No. 1.94  
TUES. 6 NOV 1894  
Surveyor to Lloyd's Register of British & Foreign Shipping.

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Lloyd's Register Foundation

Lon 703-0345 (1/12)



in the 2<sup>nd</sup> strake below, and two shell plates in the 3<sup>rd</sup> strake below sheer cut out faired and refitted, thirteen frames and reverse bars cut and efficiently shifted, and two others faired in place, the port chain pipe removed and renewed, the upper plate in collision bulkhead faired and refitted, and the caulking of this bulk<sup>h</sup> overhauled; nine forecassle beams removed repaired and refitted, two new stringer plates fitted, the windlass and fittings on forecassle removed, the deck planking renewed, and the windlass re refitted, seven upper deck beams removed repaired and refitted, and five others faired and repaired in place, two upper deck stringer plates and the stringer angles in way of same renewed, the D.C. and iron bulkhead on port side of forecassle removed, also all the berths and fittings inside the forecassle renewed, and paintwork made good; one sheerstrake plate and two shell plates under after part of bridge, and two shell plates below sheer under the fore end of poop, removed, faired and refitted, the shell riveting in the topoides for 2/3<sup>rd</sup> length on port side overhauled, and the insulation in way of same removed and refitted, the plating on each side at the fore and after end of bridge deck doubled over, the sides and bilges of the vessel sighted in dry dock, all damaged paintwork made good, and the Bridge deck recaulked and fore & main foremasts renewed. —

R. M. Overly.