

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

Date of writing Report 23rd Oct. 94 When handed in at Local Office Port of London (Received at London Office)

No. in Reg. Book 286 Survey held at London Date, First Survey Aug 14 Last Survey 22nd Oct. 1894 (No. of Visits 7)

286 on the Machinery of the Wood, Iron or Steel S.S. "Otarama" Master W. Doxford & Sons

Tonnage { Gross 3808 Net 2460 Vessel built at Sunderland By whom W. Doxford & Sons When 1890 YEAR. MONTH. 4

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

No. of Main Boilers Two Owners New Zealand Shipping Co. Port Plymouth. Voyage New Zealand.

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

Steam Pressure in Main Boilers 160 in Donkey Boilers 60

Last Survey No. 55258 Port Lon. Damage to hull S.S. N°1.

Particulars of Examination and Repairs (if any) S.S. N°1.

(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? Yes.

Do. " Donkey " " " Yes.

If this was not done, state for what reasons? Previously exd.

And what parts of the Boilers could not be thus thoroughly examined? 160 lbs.

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? Yes.

Did the Surveyor examine the Safety Valves of the Main Boiler? 60 lbs.

At what pressure were they afterwards adjusted under steam? Complete.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Complete.

To what pressure were they afterwards adjusted? Complete.

If the Survey is not complete state what arrangements have been made for its completion? Complete.

Vessel placed in dry dock - propeller shaft dracon inboard, examined and found defective at ends of liners was now removed and the spare shaft fitted. All sea and bilge connections and propeller fastenings examined. Cylinders, pistons, slide-valves, pumps, condenser and the whole of the shafting throughout, examined. Main & Donkey boilers examined and safety valves adjusted under steam.

Repairs due to wear & tear. - One safety valve spring and two tubes in Donkey boiler renewed.

The vessel was placed in dry dock a second time, owing to collision, when the propeller and sea-connection fastenings were found in good order.

General Observations, Opinion, and Recommendation: - This vessel's machinery is now in safe working condition and eligible, in our opinion, to remain as classed with record of L.M.C. 10-94 entered in the Register Book.

Office or Registration Fee (per Sec. 27) £ : : Survey Fee (per Section 28) £ 5 : 10 : 0 Special Damage Fee (per Section 28) £ : : Travelling Expenses (if chargeable) £ : :

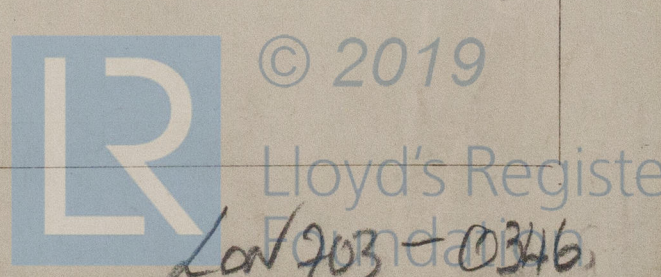
Fees applied for 5/11/1894 AKD Received by me, 9/11/1894 R. Elliott M. Salmon

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

*State if Certificate is required

Committee's Minute TUES. 6 NOV 1894

Assigned R. W. 10, 94



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

*Certificate to be sent to the Registrar of Shipping, and when, one will be sent.

on account of Wear & Tear
Minor repair effected to
Donkey Boiler.

on account of Tail
Shaft being defective
The spare one was
fitted

It is submitted that
this vessel is eligible for
THE RECORD
+LMC1094

ARR
5-11-94

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 SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.