

No. 57334  
Report of Survey for Repairs, &c., of Engines and Boilers.

Date of writing Report 24th Jan'y 96 When handed in at Local Office 18 Port of London  
(Received at London Office) TUES. JAN 28 1896  
No. in Reg. Book 299 Survey held at London Date First Survey Jan'y 1896 Last Survey 25th Jan'y 1896  
on the Machinery of the Wood Iron or Steel S. S. "Clarama" Master C. A. Milward  
Tonnage Gross 3808 Net 2460 Vessel built at Sunderland By whom W. Doxford & Sons When 1890 4.  
Registered Horse Power 359 Engines made at Do. When 1890 Boilers, when made (Main) 1890 (Donkey) 1890  
No. of Main Boilers Two Owners New Zealand Shipping Co. (Limited) Plymouth Voyage New Zealand  
No. of Donkey Boilers One If Surveyed Afloat or in Dry Dock Royal Albert dk. 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. 116 Port Lyttleton  
Particulars of Examination and Repairs (if any) Condition of Prop. blades 100A 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.) Spar dk 10.94. S. S. Lon. No 1-94 L.M.C. 10.94.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No  
Do. " Donkey " " " No  
If this was not done, state for what reasons? Not due for survey.  
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? No  
At what pressure were they afterwards adjusted under steam? Not adjusted  
Did the Surveyor examine the Safety Valves of Donkey Boiler? No  
To what pressure were they afterwards adjusted? Not adjusted  
Has the propeller shaft been drawn and examined at this time? No  
If the Survey is not complete state what arrangements have been made for its completion? Complete

The propeller blades were now examined & found to be pitted more or less for a distance of nine inches from the tips. There is still sufficient material at the tips of the blades and it was recommended that the pitted parts should be cemented, which has been done.

General Observations, Opinion, and Recommendation:— To far as seen, this vessel's  
(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. 4,94, B.&M.S. 4,94 or L.M.C. 4,94, 140 lb. F.D., &c.)  
machinery is in safe working condition and eligible, in my opinion, to remain as classed without further record of survey.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for  
Survey Fee (per Section 28) £ : :  
Special Damage Fee (per Section 28) £ : :  
Travelling Expenses (if chargeable) £ : :  
Received by me, R. Elliott.  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required  
Committee's Minute FRI. JAN 31 1896  
Assigned as per



The propeller blades, which were stated by the  
Lyttelton Surveyor to be fitted, have now been again  
examined & found to be still efficient.

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.

It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

Ans.  
29.1.96.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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