

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

TUES, JAN 28 1896

(Received at London Office)

Date of writing Report 24th Janry 96 When handed in at Local Office 18 Port of London

No. in Reg. Book 299 Survey held at London Date, First Survey Janry 94 Last Survey 25th Janry 1896

on the Machinery of the Wood Iron or Steel S. S. "Otarama" Master C. A. Milward

Tonnage Gross 3308 Net 2460 Vessel built at Sunderland By whom W. Doxford & Sons When 1890 YEAR. MONTH.

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. (Import 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. Spar dk 10.94. S. S. Lon. No 1-94

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Years Afloat or how long expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A 1. Spar dk 10.94. S. S. Lon. No 1-94</u>		<u>L.M.C. 10.94.</u>

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, Obinion, and Recommendation:— So far as seen, this vessel's 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,
				18

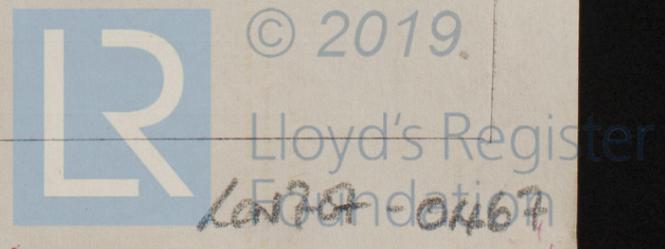
R. Elliott.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute as per

Assigned as per

FRI, JAN 31 1896



10—L.R.P.H.—Report No. 9—Transfer Ink—5,000, 8/4/96. (The Surveyors 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.

The propeller blades, which were stated by the
Lyttelton Surveyor to be pitted, 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.



© 2019

Lloyd's Register
Foundation