

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

(Received at London Office 3. 10. 96.)

Date of writing Report 1st October 96 When handed in at Local Office 18 Port of London

No. in Reg. Book. 315 Survey held at London Date, First Survey Sep. 9 Last Survey 30th Sept. 1896

on the Machinery of the Wood, Iron or Steel S. S. Otarama Master Clifford

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

Registered Horse Power 359 Engines made at Do When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

No. of Main Boilers 2 Owners New Zealand S. S. Co. (Lim) Port Plymouth Voyage New Zealand

No. of Donkey Boilers 1 If Surveyed Afloat in Dry Dock Royal Albert wet & dry docks.

Steam Pressure— in Main Boilers 160 in Donkey Boilers 60 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No.                      Port                      Condition                     

Particulars of Examination and Repairs (if any) and B.S.

(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?                     

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? Yes.

At what pressure were they afterwards adjusted under steam? 162 lbs.

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

To what pressure were they afterwards adjusted? 58 lbs.

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.

Propeller & sea-connection fastenings examined and found in order.

The two Main & Donkey boilers and their safety valves examined

and all safety valves adjusted under steam.

Repairs to Main Brs. — One patch in forward centre furnace of Port

Main boiler to be renewed and one corrugation in same furnace,

cracked for about 2 ins., to be fitted with interlacing rivets. One patch

on each side of saddle plate of centre forward furnace of Starb.

Main B<sup>t</sup>. now fitted over part of plate where cracked.

General Observations, Opinion, and Recommendation:— This vessels' boilers are in

(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. 9,95, B.&M.S. 9,95 or S.L.M.C. 9,95, 110 lb., F.D., &c.)

safe working condition and eligible, in my opinion, to remain as

classed with record of B.S. 9.96.

Office or Registration Fee (per Sec. 27) £ 2 : 0 : 0 Fees applied for 3/10/ 18 96

Survey Fee (per Section 28) £ 2 : 0 : 0 less 10% £ 1 : 16 : 0

Special Damage Fee (per Section 28) £ 1 : 16 : 0

Travelling Expenses (if chargeable) £ 1 : 16 : 0

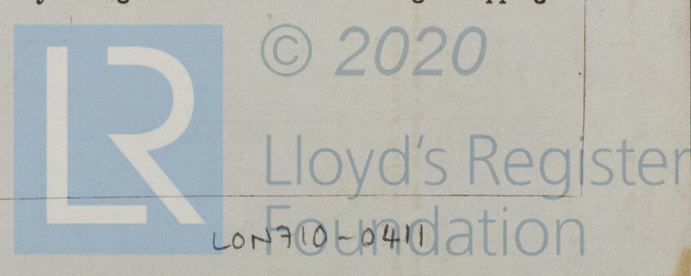
Received by me, R. Elliott.

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

\*State if Certificate is required                     

Committee's Minute TUES. 6 OCT 1896

Assigned B.S. 9.96





Light repairs to main boilers owing to  
wear & tear

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 for  
THE RECORD B. 5. 9. 96

W.S.  
3. 10. 96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation