

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

THUR, 11 NOV 1897

(Received at London Office)

Date of writing Report *Nov. 10* 18 *97*. When handed in at Local Office 18 *97*. Port of *London*  
 No. in Reg. Book. Survey held at *London*. Date, First Survey *Sept 20* Last Survey *Nov. 9* 18 *97*  
*332* on the Machinery of the *Wood, Iron or Steel* *S.S. Okarama* Master *Clifford*  
 Tonnage { Gross *3808* Net *2460* Vessel built at *Ind.* By whom *Donford & Co.* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*  
 Registered Horse Power *3592* Engines made at *Ind.* Owners *New Zealand S. Co. Ltd* Port *Plymouth* Voyage *New Zealand*  
 No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock *S.S. Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 No. of Donkey Boilers *1* in Main Boilers *160 lbs* in Donkey Boilers *60 lbs*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *S.S. Donkey*

(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 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?

Do.

Donkey

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

*Completed.*

*Examined propeller, stern bush, sea connections fastenings, all in good condition.*

*Examined Main & Donkey Boilers internally & externally and safety valves, all in good condition.*

*Safety valves adjusted under steam as stated above.*

General Observations, Opinion, and Recommendation:— *This vessel's Boilers and*

(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 L.M.C. 9, 95, 140 lb., F.D., &c.)

*Engines as far as seen are now in good condition. In our opinion the vessel is eligible to remain as classed & have the record B.S. 11-97*

Office or Registration Fee (per Sec. 27) *£ 2.0.0*  
 Survey Fee (per Section 28) *£ 2.0.0*  
 Special Damage Fee (per Section 28) *£ 1.16.0*  
 Travelling Expenses (if chargeable) *£ 1.16.0*

Fees applied for

18/11/97

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It is submitted that  
this vessel is eligible for  
THE RECORD.

B. S. 11, 97

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18/11/97

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.



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