

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

(Received at London Office

WED. 17 MAY 1899

Date of writing Report *16 May 1899* When handed in at Local Office *16 May 1899* Port of *London*  
 No. in Reg. Book. *336* Survey held at *London* Date, First Survey *13 May* Last Survey *13 May 1899*  
 on the Machinery of the *Wood, Iron or Steel* *J. S. Otarama* Master  
 Tonnage { Gross *3808* Net *2460* Vessel built at *London* By whom *H. Dufford & Sons* When *1891* H  
 Registered Horse Power *359* Engines made at *"* When *'90* Boilers, when made (Main) *'90* (Donkey) *'99*  
 No. of Main Boilers *2* Owners *New Zealand & Co* Port *Plymouth* Voyage *N. Zealand*  
 No. of Donkey Boilers *1*  
 Steam Pressure—  
 in Main Boilers *160 lb* If Surveyed Afloat or in Dry Dock *At Port of London*  
 in Donkey Boilers *60* (State name of Dock.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Complete*

(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?

To 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 under steam?

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

yes. 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?

*new wood.*

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

*Complete. Please see**London Report No 60478.**Prop done; - Tail Shaft drawn in and examined and found to be generally in good condition.**Propeller Stern-bush and outside fastenings of all the sea connections found satisfactory.*

## General Observations, Opinion, and Recommendation:—

(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. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)

*The Machinery of this vessel as now examined is in good order and in my opinion, eligible to remain as classed and this Survey being now completed to have fresh record of + L.M.C. 11.98. as already recommended in above Report.*

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee per Section 28) £ : :  
 Special Damage Fee (per Section 28) £ : :  
 Travelling Expenses (if chargeable) £ : :  
 State if Certificate is required

Fees applied for

18

Received by me,

18

*Whitfield*

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

Committee's Minute

FRI. 9 JUN 1899

FRI. 3 NOV 1899

Assigned

*+ L.M.C. 11.98*

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Lloyd's Register Foundation

LON 718 - 0316



Crew shift examined

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.

+L. H. C. 11, 92

HL  
6/6/99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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