

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 22 DEC 1923 When handed in at Local Office 22 DEC 1923 Port of London.
No. in Reg. Book Survey held at London Date, First Survey 3rd May 1923 Last Survey 10th December 1923
(No. of Visits 31)

29491 on the Wood, Iron or Steel T. S. S. OTAKI. Master
TONNAGE:- Built at Glasgow By whom Barclay Curle & Co. Ltd. When 1920 YEAR. MONTH. 2
GROSS 4964 Owners New Zealand Shipping Co. Ltd. Port belonging to Plymouth.
UNDER DE. 5777 Owners' Address
NET 4985 (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Both Name of Dock Millwall Destined Voyage
WB=CellDBorDBa feet; uE&B feet; f feet; }
total capacity tons. FPT tons; APT tons; MT feet tons. }
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.
Last Report, No. 22051 Port N.Y.K.

CHARACTER. As for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned not now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 Shell built with freeboard. 8.22.		L.M.C. 1.20 T. (C) 9.20.

(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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)
Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined? Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR S. S. No. 1. completed.

Now done:- Vessel placed in dry dock, bottom and rudder cleaned examined and recoated.
Holds, tween decks, peaks, bunkers, engine and boiler spaces examined and all steelwork scaled and coated as required. Ceiling lifted.
All tanks including fore and after peak tanks examined internally and tested. Cables ranged, chain locker, anchors, decks, masts, spars and rigging examined. Hatches, pumps, watertight doors, air and sounding pipes, windlass, steering gear and its connections examined and found satisfactory. Freeboard verified.

Alterations Nos 1245 holds and tween decks have been insulated

SUMMARY OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE								
Decks	Good	State if Tanks have been examined inside	Yes	Dblng. Plates under Sounding Pipes	Good	Copper, or T.M. of Wood Vessels		
Caulking of Decks	"	State if Tanks now tested	Yes	Engine Room Skylights	"	(State if on Vell.)		
Waterways	"	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month		Year.
Coamings	"	Ceiling	"	Scuppers	"	Boats		Good
Beams & Fastenings	"	Cement or Asphalt	"	Cargo Hatchways	"	Masts, Yards, &c.		"
Outside Plating	"	(State which.)	"	Hatches	"	Condition, how ascertained	By examination	
Caulking of ditto	"	Rudder	"	Planking of Wood Vessels	"	(State if wedges removed)		
Rivets	"	Steering gear and its connections	"	Caulking ditto	"	Sails		✓
Breasthooks & Crutches	"	Windlass	"	Treenails ditto	"	Equipment letter	CT	
Transoms	"	Have Pumps now been examined and found efficient?	Yes	Breasthooks & Stemson ditto	"	Anchors, No. of	5	
Frames	"	Have Sluice Valves now been examined and found efficient?	✓	Transoms, Pointers, & Crutches ditto	"	Cables (State if now ranged)	No	
Reverse Frames	"	Have Watertight Doors now been examined and found efficient?	Good	Timbers of Frame at openings ditto	"	length 300 fms size 2 1/2		
Floors	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Ditto ditto at other places ditto	"	(on board) 300 fms size 2 1/2		
Keelsons	"			Stringers, Clamps & Shelves ditto	"	Rule length 300 fms size 2 1/2		
Stringers	"			Salting ditto	"	Hawser & Warps	Sufficient	
Inner Bottom Plating	"			(State if examined.)	"	Standing & Running Rigging	Good	

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:- "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."
This vessel is in my opinion eligible to remain as classed and to have record of survey 12/23 and the notation S.S. Lon No 1-23.

Survey Fee (per Section 29)	£ 16 : 0 : 0	Fees applied for,	
Alterations	£ 10 : 10 : 0	22 DEC 1923	
Special Damage or Repair Fee (if any) (per Sec. 29)		Received by me,	
Travelling Expenses (if chargeable)		1924	
Second Surveyor's Fee (if any)			

Committee's Minute FRI. 4 JAN. 1924
Character Assigned 100A1 without spl condn
T.S.S. 1.23 + L.M.C. 12.23
Subject
Surveyor to Lloyd's Register of Shipping.
TUES. 3 JUN 1924
FRI 1 AUG 1924
FRI. 5 DEC 1924
FRI. 7 AUG 1924
W208-0056

The indicated plating mentioned in previous report was specially examined and found efficient. In view of the slight nature of damage to this plating it was not considered necessary to deal with same and in my opinion this might be deleted from the "Special Reasons" list

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]