

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 17/9/96 When handed in at Local Office 17/9/96 Port of LONDON
No. in Reg. Book 104 Survey held at LONDON Date, First Survey July 3 Last Survey 6 Sept 1896
36 1/4 on the Wood, Iron or Steel S.S. RAKAIA (No. of Visits 42) Master Butcliff 86 96
TONNAGE: - Built at Newcastle By whom New Zealand Shipping Co When 1895-6
GROSS 5628 Owners R.H.O. Hawthorn & Co Port belonging to Plymouth
UNDER DECK 5212 Owners' Address
NET 3660 (If not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Millwall dock Destined Voyage New Zealand ports
WB=Cell D B 104 feet; uE&B 69 feet; f 186 feet; }
total capacity 1150 tons. FPT 175 tons; APT 75 tons; MT — feet — tons. }

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.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years Assigned how long expired.	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey, Date of last Survey and of Periodical Surveys.		
<u>+100A1.</u>	<u>12/95</u>	<u>+Due 6/95</u>

Last Survey, No. 169 Port Lon Ank

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, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

Society's Freeboard (if assigned) as painted on Ship and now verified } 6 ft. 9 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage

This steamer was reported to have grounded on Sunday January 5th 1896 11-10 pm. off Cape Verde and remained fast till Wednesday Aug 8th 1896. when she suddenly floated at 5 pm. The casualty having occurred whilst on a voyage from London to Auckland. N.Z.

This steamer was placed in Millwall dry dock. the bottom examined, cleaned and after being repaired recoated.

The ballast tanks all fore and aft cleaned out & cement & framing thoroughly examined. & repaired where necessary. after repairs the whole of the ballast tanks including fore and aft

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	1/2 Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	<u>6</u>	<u>8</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>Cement largely repaired</u>
Faired or Repaired ...	<u>49</u>	<u>70</u>	<u>—</u>	<u>70</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>stern post faired to</u>
PRESENT CONDITION OF THE	Timbers of Frame at the openings.	Rudder.	Hatches.					
Decks <u>Good</u>	Ditto ditto at other places <u>Good</u>	Windlass & Capstan <u>Good</u>	Boats <u>Good</u>					
Waterways <u>4</u>	Keelsons <u>4</u>	Have Pumps now been examined and found efficient? <u>4</u>	Masts, Yards, &c. <u>from 18</u>					
Coamings <u>4</u>	Stringers, Clamps & Shells <u>4</u>	Have Sluice Valves now been examined and found efficient? <u>yes</u>	Condition, how ascertained <u>from 18</u>					
Up'r Dk. Beams & Fastenings <u>4</u>	Seating (State if examined.) <u>4</u>	Have Watertight Doors now been examined and found efficient? <u>yes</u>	Sails <u>no</u>					
Low'r Dk. Beams & Fastenings <u>4</u>	Ceiling <u>4</u>	Dblg. Plates under Sounding Pipes <u>Good</u>	Equipment letter <u>A +</u>					
Plating <u>4</u>	Cement on A. & B. (State if examined.) <u>4</u>	Engine Room Skylights <u>4</u>	Anchors, No. of <u>4 B-18-2K</u>					
Planking <u>4</u>	Tanks <u>yes all</u>	Coal Bunker, Open'gs, Lids, &c. <u>4</u>	Cables (State if now ranged) <u>yes</u>					
Rivets or Treennails <u>4</u>	Caulking of Bot'm, D'k, & Wat'rw'ys. <u>4</u>	Scuppers <u>4</u>	" length <u>270</u> size <u>2 3/8</u>					
Breasthooks & Stomson <u>4</u>	Copper or I.M. (State if on fire) <u>4</u>	Cargo & Main H'tch'w'ys. <u>4</u>	" Rule length <u>270</u> size <u>2 3/8</u>					
Transoms, Pointers, & Crutches <u>4</u>	When put on, Month <u>—</u> Year <u>—</u>		(per Table 22) <u>Good</u>					
			Hawsers & Warps <u>Good</u>					
			Standing & Running Rigging <u>Good</u>					

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, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This steamer now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed with a fresh record of survey Lon 9/96

Office Fee (if chargeable) per Scale II., Sec. 27	£	23.9.18.96
Survey Fee (per Section 28)	£	10.10.0
Special Damage or Repair Fee (if any) (per Sec. 28)	£	10.10.0
Travelling Expenses (if chargeable)	£	9.9.0
Second Surveyor's Fee (if any)	£	9.9.0

Fees applied for, 23.9.18.96
Received by me, Edward J. Turner
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute FRI, SEP 25 1896
Character assigned 100A1

Hakaia & B

Peak tanks tested with water above the load water line. all close caulking removed from tanks. The lower part of the inner and outer stern posts set fair in place. Two plates each side being removed for this purpose viz the farboard plate & plate above. These plates replaced & cement &c replaced anew. The tail plate around rudder head removed & the rudder tested by a line & examined.

Forward ^{flat} keel plates were removed Nos 1 to 4 three repaired & refitted Nos 1-2-3 No 4 being renewed. Two others Nos 5 & 6 faired in place the landing edge of keel plate on the ~~port~~ side in No 6 ballast tank faired in place. Two butts amidships unswelled & re-swelled & bulked on the starboard side in A strake 3 plates removed Nos 1-2 & 3. No 3 replaced & Nos 1 & 2 renewed. In B strake Nos 1 & 4 faired in place & Nos 2 & 3 renewed & No 5 repaired and replaced. In C strake two plates Nos 2 & 3 removed repaired & refitted. In E strake 3 plates similarly treated Nos 5, 8 & 12. In I strake Nos 4 & 5 plates faired in place.

On the port side. in A strake Nos 1-2-3 & 4 plates removed repaired & replaced. In B strake No 1 faired in position. Nos 4-5-6-7 & 23 removed repaired & replaced & No 3 renewed. In C strake Nos 1-2-3-7-19-20 similarly treated also D Nos 10-23 & 24 and E 8-9-10-15-16-17-18-19-20.

The landing edges of the plates adjacent to above mentioned plates on each faired where necessary in position.

On the starboard side forward seven ^{high} floors removed faired & replaced & seven frames renewed. On the port side one floor faired & refitted & one frame renewed.

A number of floors found buckled on each side (about 18 ft & 40 ft) and which were stiffened by vertical angle bars & the frames in way of the damaged plating all faired in place where necessary.

All the succions to Ballast tanks overhauled.

SS Rakia

repaired & refitted when necessary also all
 sounding pipes, deck pumps & sluice valves
 The whole of the ceiling and insulation on top
 the ballast tanks removed, together with the Coals
 in the lower Bunkers, the tank tops cleaned, tested
 & recoated & caulking relaid & caulked being made
 good where necessary also stoke hold flooring & Engine Room
 iron bulkhead. Sirbu bulkhead in way of refrigerating engine
 The chain cables hauled out for inspection
 135 fms being renewed & certificates produced to
 replace the portion lost.

The weather decks caulked & painted that is
 the bridge, poop, fore & well decks.

one 4" iron hawser renewed & certificate
 of manufacturers produced.

Two bower anchors (the 2nd & 3rd bowers) & the stream
 anchor renewed & certificates of test produced

2nd Bower anchor "Bull Dog" patent stockless weight 56-1-0
 No of certificate 30188 5th Sept 1896 South Dock Sunderland
 tested to $\frac{572}{46-3-0-14}$ H T Welford Supt. certificate for
 mechanical test of head produced wt of head 28-3-0, stock
 5-0-0, total wt of head 33-3-20.

Weight of ~~2nd~~ Bower per Rule 55-3-0

2nd Bower anchor. (Rodger patent) No of certificate 30128
 South Dock Sunderland 31st Aug 1896, weight ex stock 46-3-8
 weight of stock 12-1-0, tested to $\frac{49}{40-8-1-21}$ H T Welford
 Superintendent.

Weight of ordinary 2nd Bower required by Rules 46½ Cwt.

Stream anchor, No of Certificate 47 Chester 8 Feb 1893

weight 16-3-26 ex stock, tested to 18½ Cwt.

Andrew Jack Supt.

Weight of stream anchor required by Rules 16¾ Cwt.

Chain Cables 135 fms of 2½" stud link chain cable supplied

No of certificate 16029. Tipton Sept 14th 1896 weight 373-3-25

tested to 96½ & 134¾ tons made by H T Parkes & Co E C Perrins
 Supt

equipment letter at size of cable per Rule 2½" wt 360 Cwt & 16½

Two extra end & two extra joining shackles supplied

Edward J. Turner