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Case of the Wood Bk. "MAORI", 686 tons gross, No. 237 in the
Register Book, built in 1851, and classed

A 1. 3. 91.
H.T.Ldy. 87.

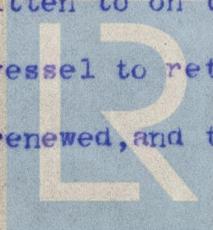
S.S. Ldy. 83. 9 yrs.

This vessel came under survey at Queenstown in January last, when one or two rider knee bolts were found slack and the fore mast head defective. The vessel was subsequently taken to Wivenhoe, and Mr. Robertson, the Society's Surveyor at Ipswich, reported that the slack bolts had not been renewed, nor the fore mast head efficiently repaired, and the fore yard was also found defective.

The Classing Committee decided, on the 5th. April last, that a black ring should be posted over the figure 1 in the vessel's character, thus, Φ , indicating defects in masts or rigging imperilling the vessel's safety, and this decision was confirmed by the General Committee on the 7th. April.

Subsequently it appeared that the vessel was being repaired at Wivenhoe, and action as regards the posting of the ring over the figure 1 was deferred pending the receipt of the Surveyor's report. When this was received, it appeared that the mast head was defective, and had been repaired in an unsatisfactory manner, and the hull of the vessel was also found defective in several places.

The Owner was written to on the 14th. April, and informed that to entitle the vessel to retain the figure 1 for equipment, the mast should be renewed, and to retain her class, the



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hold should be cleared for examination, and the whole of the Surveyor's recommendations complied with, and the vessel put into an efficient state of repair. To this he replied that he had given no instructions for the Surveyor to inspect the vessel, nor had he any intention of having her re-classed, and that she was being repaired under the inspection and to the satisfaction of his Agent.

The Society's Surveyor reports that before the vessel sailed, the foremast and various parts of the vessel were repaired, but nothing had been done to the ceiling, and hold had not been cleared, and from the appearance of the vessel he believed the port bilge was broken. He further stated that he did not consider the vessel safe for the voyage.

It may be remarked that the repairs ~~to the hull~~ to the vessel were carried out under the inspection of the Board of Trade Surveyor.

The Chief Surveyor submitted that, as defects were found to exist in the hull of the vessel, and the Owner declined the further services of the Surveyor to this Society, this appeared to be a case where the character should be expunged with a black line, thus _____, indicating that from reported defects
5,92.
the vessel is not entitled to retain her character in the Register Book, and the Classing Committee, at their meeting on the 14th. instant, decided to adopt this course, and their decision is now submitted for the confirmation of the General Committee.

*Black line
now*



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