

Case of the Wood Barque "Maori" 686 tons gross.
No. 237 in the Register Book, built in 1857 and
classed A 1. S.S. Ldy 83 - 9 yrs. H.T. Ldy. 87.
3.91

The General Committee decided on 7th April 1892. to put a black ring over the figure 1 in the Vessel's Character. But on the following day a letter was received from the owner stating that the vessel was under repair at Wyvenhoe and that more would be done than the Committee required, and the classing Committee therefore determined to defer putting the black ring, and the Society's Surveyor at Ipswich was instructed to inspect the repairs then being carried out and to report upon the same.

A report was received from the Surveyor enclosing a sketch of the head of the fore mast, from which it appeared that the mast head was defective and had been repaired in an unsatisfactory manner. The hull of the vessel was also stated to be defective in several places and some of the fastenings broken and loose.

The owner was informed by letter from the Secretary on the 14th April that to render the vessel eligible to retain the figure 1 without a black ring, the mast in question should be renewed, and that in order to entitle the vessel to retain her class the hold should be cleared for examination, the whole of the recommendations of the Surveyor complied with and the vessel put into an efficient state of repair to his satisfaction.

The owner replied on the 18th April that

he had given no instructions to the Society's Surveyor at Ipswich to inspect his vessel, nor had he the intention to have her reclassified, and that she was under repairs which were being carried out under instructions and to the satisfaction of Mr. Coxhead.

The Surveyor was then requested to furnish a report of the repairs that might be carried out before the vessel sailed, and in a letter dated 1st June he reported that the foremast, and various parts of the vessel had been repaired, but nothing had been done to the ceiling and the hold had not been cleared, and from the appearance of the vessel after coming out of dry dock and taking the ground he believed the port bilge was broken.

As it was considered this report showed that the vessel was not in a satisfactory condition the Surveyor was requested to state what recommendation he had to make with reference to her class, and what reasons he had for believing that the port bilge was broken.

The Surveyor reports that he does not consider the vessel safe for the voyage, and his reason for believing the port bilge to be broken is the wrinkling of the metal.

It may be remarked that the repairs to the vessel have been carried out under the inspection of the Board of Trade Surveyor.

As defects were found to exist in the hull of the vessel and the owner declined the further services of a Surveyor to the vessel, this submitted that it appears to be a case where the character should be expressed with a black line.

WM 14/6/92