

REPORT of SURVEY for REPAIRS, &c.

19288
DUNEDIN

Reg. 3/8/77

No. 11 Survey held at Port Chalmers Date, first Survey 14th March Last Survey 24th April 1877
 on the Screw Steamer "Maori" Master Bernach Ataleator
 TONNAGE under Tonnage Deck 151 Built at Port Glasgow When built 1867
 Ditto of Spgr Deck, or Avoing Deck 20 Owners Union S.S. Company Port belonging to Dunedin
 Ditto of Poop 174 Residence Manager of Comp^y James Mills, residing in Dunedin
 Ditto of Raised Qr. Dk. 118 By whom built Blackwood Destined Voyage Interprovincial
 Ditto of Houses on Deck 118 If Surveyed Afloat or in Dry Dock In Dock and Afloat
 Ditto of Forecastle 118
 Reg. Tons as St^rmer, cut on Bm. 118
 Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft.
 Survey, No. 6359 Port Iron Character in Register Book A1
 Classed 7.68

REPAIRS, OR EXAMINATION AS PER RULE Survey No 3
 This vessel had grounded on Hokitika Bar and on her return
 this Port was placed in floating dock at Port Chalmers
 for inspection and repairs. It was found on inspection that
 in the way of the boiler and stokehold spaces the garboard and
 adjoining strakes were indented. Keel forced upwards and
 some of the floors broken. The ceiling fore and aft ^{was} removed
 and the rivets and plates of keel and flat of bottom where not
 renewed carefully examined. All oxidation removed and the
 surface of the iron laid bare all over the plating and other parts
 of the hull. Holes were drilled in several places and thickness of plating found
 satisfactory. A large portion of decks renewed. Windlass, Chains & Anchors
 and general equipment carefully examined and found good. Mr Crawford
 who has joined with me in special surveys on this vessel and whose report is on
 other side is Gov^t Engineer Inspector at this Port

Present Condition of the	other side is Gov ^t Engineer Inspector at this Port
Decks <u>good</u>	Treenails
Waterways	Breasthooks and Stemson
Omings	Transoms, Pointers, and Crutches
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings
Lower Deck Beams & Fastenings	Ditto Ditto at other places
Planksheers	Keelsons
Beerstrakes	Clamps and Shelves
Oppsides	Ceiling
Vales	Rudder
Plank (Bottom) and Counter	Copper When put on
Engine Room Skylights <u>Good</u>	Caulking of
Coal Bunker, Openings, Lids, &c. <u>Good</u>	Bottom, Deck, & Waterways <u>good</u>
General Observations, Opinion as to Class, &c.	Windlass and Capstan <u>See above</u>
	Pumps
	Boats
	Masts, Yards, &c.
	Condition, how ascertained
	Sails
	Anchors No. of
	Cables <u>See above</u>
	Hawsters and Warps
	Standing & Running Rigging
	Scuppers <u>Good</u>
	Cargo and Main Hatchways <u>Good</u>
	Hatches <u>Good</u>

This vessel has received a thorough and expensive repair and
 the Rules according to Survey No 3 have been fully complied with. She
 is now in a good and efficient state well found and equipped
 and in my opinion is worthy to retain her present Character A1

The Amount of Entry Fee ... £ 2 : 0 : 0 received by me, Russ
 Special ... £ 6 : 6 : 0 27 June 1877
 Certificate (if required) ... £ 2 : 6 : 0 vide his return
 (Travelling Expenses, if any, £)
 Committee's Minute 4th September 1877
 24.9.77
 Character assigned A1
 J.P. S.D. No 3-77

James H. Russell
 Surveyor to Lloyd's Register of British and Foreign Shipping.
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IRON 473-0616

19288 Ln

Report of Surveyor S. S. Mavori

- 1 The boiler has been lifted out of the Boat taken to the shop where it had been thoroughly repaired, & defective plates having been taken out & renewed. Boiler tested with cold water by me in the yard of Messrs P. S. Sparrow & Co to a pressure of (400) forty pounds per square inch and found satisfactory, working pressure absolute load $24\frac{1}{4}$ lbs per square inch.
- 2 The Machinery has likewise been thoroughly overhauled and put in good order the several parts being carefully examined & where required repaired, one of the old pistons has been taken out and a new one substituted the other piston being nearly new.
- 3 The Hull of the Boat throughout the boiler space and stockhold has been carefully examined and all defect plates, frames & angle irons taken out and renewed. The first and second strakes from the keel are entirely new in this space extending fore and aft for a distance of 30 feet or thereby.
- 4 The Frames throughout this space have all been taken out and replaced by new ones amounting to 12 in number.
- 5 The Keel in Boiler Room which was slightly incrimped has been taken out & straightened and put back again.

The whole work has been ^{done} in a faithful manner and entirely to my satisfaction and I now consider the Boat to be in good order and fit to carry dry and perishable cargo in the Interprovincial Trade.

Alexander Crawford
Inspector

I concur in the above Report
James W. Russell
Surveyor to Lloyds Register



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