

51104

# Report of Survey for Repairs, &c., of Engines & Boilers.

(Received at London Office, \_\_\_\_\_)

WED 10 SEPT 1890

No. \_\_\_\_\_ Date of Writing Report 8 Sep 1890 Port of London

No. in Reg. Book. 181 Survey held at London Date, first Survey 2<sup>nd</sup> Sept Last Survey 4<sup>th</sup> Sep 1889

on the Machinery of the steel s/s "Maori King" Master Priest No. of Visits 5

Tonnage { Gross 3807 Net 2476 Vessel built at Sunderland By whom W. Dufford Sons When 1890 1

Registered Horse Power 450 Engines made at " When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

No. of Main Boilers \_\_\_\_\_ Owners H. Ross & Co Port London Voyage Halifax

Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Vict Goring & Co Class of Vessel & Machinery 100 A1-190

in Donkey Boiler \_\_\_\_\_ (State name of Dock.) \_\_\_\_\_ (As in Register Book, including date of last Boiler Survey.) 1890

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Condition

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler?

Fastenings of sea cocks + propeller in good condition.  
Two blades of the propeller now renewed.

General Observations, Opinion, and Recommendation:-- The machinery as far as seen now appears in a good and safe working condition, rendering the vessel eligible in my opinion to remain as classed.

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	:	:	188
Special Damage Fee (per Section 25) .....	£	:	:	received by me,
*Certificate (if required) as per margin .....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	188

W. L. Gray  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

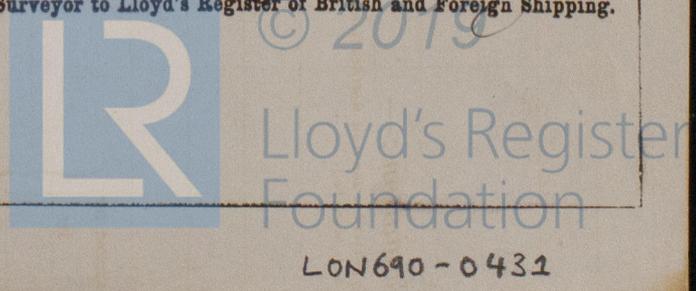
FRI 12 SEPT 1890

Committee's Minute \_\_\_\_\_  
 Assigned As now

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

T. & S. Form No. 9 - Transfer Ink - 6000, 28/1/89. \* Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

Insert Character of Ship and Machinery precisely as in the Register Book.



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

*It is submitted that this  
vessel is eligible to  
remain as  
Classed  
N.A.  
11-9-21*



© 2019  
Lloyd's Register  
Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.