

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

No. _____ Date of Writing Report 8 Sep 1890 Port of London (Received at London Office, WED 10 SEPT 1890)

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

on the Machinery of the steel s/s "Maori King" Master Prieke No. of Visits 3

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 Italifare

Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Vict Goring & Co Class of Vessel & Machinery 100 A1-1,90

in Donkey Boiler _____ (State name of Dock.) _____ (As in Register Book, including date of last Boiler Survey.) + SMC-1,90

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

(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.)

as seen now appears in a good and safe working condition, rendering the vessel eligible in my opinion to remain as classed.

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

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

Committee's Minute _____
Assigned As now

FRI 12 SEPT 1890

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



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.