

REPORT of SURVEY for REPAIRS, &c.

51950

Received in London Office,

TUES. 26 MAY 1891

No. 195481 Date of Writing Report 25th May 1891 Port of London
 No. in Reg. Book. 195481 Survey held at London Date, First Survey 4th May Last Survey 2nd May 1891
 (No. of Visits Eleven)
 (on the Steel Screw Steamer MAORI KING Master J. Price)

TONNAGE :- NET 2476 GROSS 3807 UNDER DK. 3602
 Built at Sunderland By whom W. Dofford & Sons. When 1890 1
 Owners W. Ross & Co. Port belonging to London
 Owners' Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Victoria Patents Destined Voyage Australia & New Zealand
 Length of Poop ft. of Forecastle ft. of Raised Or. Deck ft. Moulded Depth ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 33 Port Brisbane
 Classified Spar deck 100A1
 + LMC 1.90 9.90
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer ft. ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter ft. ins.
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage repairs.
 This vessel has been examined in the Victoria Patents to ascertain whether the damage sustained through striking on the rocks at Kangaroo Point, Brisbane River, in the 2nd Decr 1891, had been repaired at South Brisbane in a permanent and satisfactory manner. Vide Brisbane Report 53, 24/12/90. On examination found as follows:-

Starboard side forward. The first plate abate the stem in B. Strake, the third and fourth plates in C. Strake, and the third plate in D. Strake badly indented; and the first plate in A Strake, and the second plate in D. Strake indented.

A number of frame rivets in the above plates started and leaking, and the seams of the plates leaking in places.

The sixth, seventh, eighth and ninth (7) frames abate the collision bulkhead badly bent inwards and fitted with very thick lines, most of the rivets through which were rusted and leaking. Some of the rivets connecting the heels of these frames to the floor plates attached to

PRESENT CONDITION OF THE			
Decks	Good	Plank (Bottom) & Counter	Good
Waterways	Good	Treenails or Rivets	When seen good
Comings	Good	Breasthooks & Stemson	Good
Up'r Dk. Beams & Fastenings	When seen good	Transoms, Pointers, & Crutches	When seen good
Low'r Dk. Beams & Fastenings	Good	Timbers of Frame at the openings	When seen good
Planksheers	Good	Ditto ditto at other places	When seen good
Sheerstrakes	Good	Keelsons	Good
Topsides	Good	Clamps & Shelves	Good
Wales	Good		
Engine Room Skylights	Good	Coal Bunker, Openings, Lids, &c	Good
		Scuppers	Good
		Cargo & Main Hatchways	Good
		Hatches	Good
		Boats	4
		Masts, Yards, &c.	Good
		Condition, how ascertained	From deck
		Sails	Good
		Anchors	No. of 3B, 1S, 2K
		Cables, stated to be complete	Good
		Hawsers & Warps	Good
		Standing & Running Rigging	Good
		Cement (if Iron Ship)	When seen good
		Caulking of Stern, D'k, & Watrways	Good
		Copper, or Y.M. (State if on Felt.)	Good
		When put on	Good

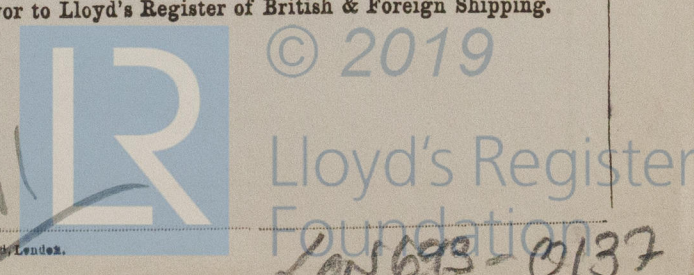
General Observations, Opinion as to Class, Recommendation, &c.:

The vessel, when now seen, is in good and efficient condition, and eligible in my opinion to remain as classed and to have record of survey, 5/91.

Entry Fee (if chargeable) per Scale I, Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II, Sec. 27...	£	:	:
Survey Fee (per Section 28)	£	:	:
Special on Damage, Fee (if any) (per Sec. 28)	£	4	4
per damage Report 25/5/91			
*Certificate (if required) to be sent as per margin	£	:	:
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	:
Fees applied for, 25-5-18 91			
Received by me, 15-5-18 91			

Committee's Minute FRI 12 JUN 1891
 Character assigned 100A1 Spar deck drp 91
 Dam

Chas. H. Jordan
 Surveyor to Lloyd's Register of British & Foreign Shipping.



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

Form No. 2 for Repairs - 1000-8/91. - Transfer Int. - T. & S. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character precisely as in Register Book.

51951. San.

the wing plate of the double bottom broken, others quite loose, and ten others left out.

The frame angles to the collision bulkhead and a number of rivets in the same started and leaking, and covered over with cement.

The bilge keel on the starboard side badly bent at its fore end and also amidships.

At the recommendation of the undersigned the badly indented plates have now been removed, made fair and replaced, those indented made fair in place, the thick liners removed from the bent frames, the latter made fair, all the started, broken and leaky rivets renewed, the leaky seams recaulked, the angles to the collision bulkhead recaulked where leaking, the bulkhead tested by water in the fore peak, the cement in the bays and No. 1 double bottom tanks made good where removed to effect the repairs, the tank tested under pressure, the ceiling and insulation where removed to effect the repairs replaced and made good, and the bilge keel made fair and repaired where damaged.

Chas H. Jordan