

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 11th March 1892 When handed in at Local Office Head 12th March 1892 Port of London SAT. 12 MAR 1892

No. in Survey held at London Date, First Survey 19th July Last Survey 11th March 1892

Reg. Book. 193 on the Screw Steamer MAORI Master J. Moffatt

TONNAGE:- Built at Newcastle By whom C. L. Swan & Hunter When 1890

GROSS 2711 Owners Shaw, Savill & Albion Co. Lim. Port belonging to Southampton

UNDER DK. 2335 Owners' Address (if not already recorded in Appendix to Register Book.)

NET 1756 Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Royal Albert Destined Voyage New Zealand

WB=DbA tons; tons; uE&B tons; CellDB 620 tons; FPT tons; APT tons; MT tons.

Last Survey, No. 51510 Port Lon.

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A 1 1.91		+ LMC 1.90

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition (see Ant. Rep.)
"This vessel has been visited in the Royal Albert dry dock, and afloat in the Royal Albert Dock, in order to ascertain the cause of leakage reported to in the letter received from the Society's Surveyor at Auckland under date of Dec 5th Dec 1891.

The bulkhead mentioned in the said letter is not the engine room bulkhead, but a wood bulkhead with an iron coaming erected in the tween decks above the engine room bulkhead, forming an enclosed space for the refrigerating machinery.

On examination it was ascertained that water had found its way, during the rolling of the vessel in heavy weather, from the refrigerating engine room, over the iron coaming of the wood bulkhead, and thence through a ~~scupper~~ scupper opening in the lower deck, and also through some holes in the deck plating for the holding down bolts of the "coolies", onto

SUMMARY OF DAMAGE REPAIRS: — Plates, Faired or Repaired; — Frames, ditto. — Plates, Renewed; — Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE			
Decks <u>Good</u>	Transoms, Pointers, & Crutches <u>not seen</u>	Copper, or Y.M. (State if on Felt.)	Hatches <u>Good</u>
Waterways <u>Good</u>	Timbers of Frame at the openings <u>where seen</u>	When put on, Month Year	Boats <u>4</u>
Coamings <u>Good</u>	Ditto ditto at other places <u>Good</u>	Rudder <u>Good</u>	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings <u>where seen</u>	Keelsons <u>Good</u>	Windlass & Capstan	Condition, how ascertained <u>from deck</u>
Low'r Dk. Beams & Fastenings <u>Good</u>	Clamps, Shelves & Stringers	Pumps	Sails <u>Good</u>
Plating	Salting	Engine Room Skylights	Anchors No. of <u>3 B, 1 S, 2 K</u>
Planking	Cement or Asphalt (State which.)	Coal Bunker, Open'gs, Lids, &c.	Cables, length <u>200 fms</u> size <u>1 1/2"</u>
Treenails or Rivets	Tanks (State if now tested.) <u>not tested</u>	Scuppers	(State if now ranged <u>Ranged</u>)
Breasthooks & Stems <u>not seen</u>	Caulking of Beam, D'k, & Wat'rw'ys <u>Good</u>	Cargo & Main H'tch'w'ys	Hawsers & Warps <u>Good</u>

General Observations, Opinion as to Class, Recommendation, &c.:- State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

The vessel, so far as seen, is in good and efficient condition, and eligible in my opinion to remain as classed, and to have record of survey 3,92

Office Fee (if chargeable) per Scale II, Sec. 27 £ : : Fees applied for, : : :
Survey Fee (per Section 28) £ : : : 18
Special Damage or Repair Fee (if any) (per Sec. 28.) £ : : :
Travelling Expenses (if chargeable) £ : : : 18
Second Surveyor's Fee (if any) £ : : :
*Is Certificate now required? _____

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

Committee's Minute FRI 18 MAR 1892
Character assigned 100A1

Law Write and go to bank 19.3.92

Form No. 2 for Repairs. (The Surveyors are requested not to write on or below the space for Committee's Minute.) * Certificate to be sent to the Registrar of Shipping.

X.B.—All alterations in the existing records should be underlined.



52801 Lon

the cargo below, on the port side of the No. 3 hold, during the outward voyage.

To prevent this occurring in future the iron coaming of the wood bulkhead has been raised to the extent of 2' 6", and at the sides of the vessel, where it is curved up, to a height of 3' 6"; a blank flange has also been fitted to the scupper opening, and new funnels placed round the bolts of the "cooler" where found to have been leaking.

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The bottom of the vessel has been examined and found in good order, and has now been cleaned & painted.

The rudder has been lifted and retouched, and a number of the rivets in its plating renewed.

The chain cables have been ranged and examined, and 300 fathoms found complete and in good order. The chain lockers have been cleaned out.

A new sepper for topsail yard has been fitted.

Chas. H. Jordan
C. Davidson