

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 11<sup>th</sup> March 1892 When handed in at Local Office 12<sup>th</sup> March 1892 Port of London

SAT 12 MAR 1892

No. in  
Reg. Book.

Survey held at London

Date, First Survey 19<sup>th</sup> Feb Last Survey 11<sup>th</sup> March 1892

(No. of Visits Seven)

Master J. Moffatt

YEAR. MONTH.

193

on the *Star Screw Steamer MAORI*

TONNAGE:-

Built at Newcastle

By whom C. L. Swan &amp; Hunter

When 1890

GROSS 2711

Owners Shaw, Savill &amp; Albion Co. Ltd.

Port belonging to Southampton

UNDER DK. 2335

Owners' Address

NET 1756

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? In Dry Dock Name of Dock Royal Albert

Destined Voyage New Zealand

WB=DKa — tons; f — tons; uE&B — tons; CellDB 620 tons;  
FPT — tons; APT — tons; MT — tons.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

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

Last Survey, No. 51510 Port Lon.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

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 referred to in the letter received from the Society's Surveyor at Auckland under date of the 5<sup>th</sup> 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 "coolers", onto

P. T. O.

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

PRESENT CONDITION OF THE

Decks	Transoms, Pointers, & Crutches	Copper, or I.M.	Hatches
Waterways	Timbers of Frame at the openings	(State if on Felt.)	Boats
Coamings	Ditto ditto at other places	When put on, Month Year	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	Keelsons	Rudder	Condition, how ascertained
Low'r Dk. Beams & Fastenings	Clamps, Shells & Stringers	Windlass & Capstan	Sails
Plating	Salting	Pumps	Anchors No. of 3 B, 1 S, 2 K
Planking	Ceiling	Engine Room Skylights	Cables, length 200 fms size 1 1/2 in
Treenails or Rivets	Cement or Asphalt (State which.)	Coal Bunker, Open'gs, Lids, &c.	(State if now ranged)
Breasthooks & Stemson	Tanks (State if now tested.)	Scuppers	Hawsers & Warps
	Caulking of Bottom, D'k, & Wat'rw'ys	Cargo & Main H'tch'w'ys	Standing & Running Rigging

General Observations, Opinion as to Class, Recommendation, &amp;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 our 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.)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18
Second Surveyor's Fee (if any)	£	:	:	

\*Is Certificate now required?

Committee's Minute

FRI 18 MAR 1892

Character assigned

Chas. H. Jordan

Davidson

Surveyor to Lloyd's Register of British &amp; Foreign Shipping.

Lloyd's Register  
Foundation

LON695-0349

No. 2 for Repairs, 205, I.R.P.H. 20,000-24,000. Transfer Int. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

\* Certificate to be sent to

Form No. 2 for Repairs, 205, I.R.P.H. 20,000-24,000. Transfer Int. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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



52801 *Don*

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 locker has been cleaned out.

A new sepper for topsail yard has been fitted.

*Chas H. Jordan*  
*Davidson*