

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

53,336

WED. 31 AUG 1892

(Received at London Office)

No. 197 Date of Writing Report August 30 1892 Port of London  
 No. in Reg. Book 197 Survey held at London Date, first Survey 23<sup>rd</sup> July Last Survey Aug 29 1892  
 on the Machinery of the S.S. Maori King Master Pringle No. of Visits 6  
 Tonnage Gross 2807 Net 2476 Vessel built at Sunderland By whom W. Dafford & Sons When 1890  
 Registered Horse Power 450 Engines made at do When 1890 Boilers, when made (Main) 1890 (Donkey) 1890  
 No. of Main Boilers 2 Owners W. Ross & Co Port London Voyage New Zealand  
 Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100 A1  
 in Donkey Boiler do (State name of Dock.) vic. dk & 9 Donkey (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) Spar dk 12.91  
 Last Survey No. 197 Port London

## Particulars of Examination and Repairs (if any) Damage

(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 Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Not due

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? No

At what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted? ✓

It is reported that this vessel encountered heavy weather, whilst on a voyage from Napier to ward London, that on the 22<sup>nd</sup> of April last a heavy shock was felt in the Eng. room as if the propeller had struck some floating object. an unusual noise was heard in the tunnel, throughout the voyage home.

The following recommendations & repairs were effected. Consequent on damage alleged to have been sustained through stress of weather.

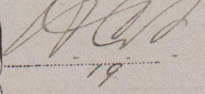
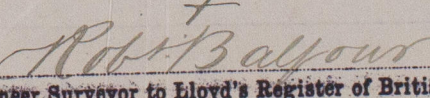
Vessel placed on the pontoons. found prop<sup>r</sup> slack, and much chipped on the ahead edges of the blades, otherwise sound. The tail shaft found seriously flawed round forward end of the cone in two places each being about 5" long. also the forward coupling (between Crank & Thrust shaft) appeared slack. Recommended new tail shaft & one set of spare coupling bolts to be fitted in the forward coupling, the old propeller to be bored out & fitted to the new shaft.

The new tail shaft has been satisfactorily fitted, together with new coupling bolts & the old propeller has been fitted to the new shaft.

General Observations, Opinion, and Recommendation:—This vessel's machinery is now in good working order and our opinion the vessel is eligible 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, 91, B.&M.S. 1, 91 or L.M.C. 1, 91, as the case may be.)

in good working order and our opinion the vessel is eligible to remain as classed.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	 <u>Mr Salmon</u>  <u>Robert Baylour</u> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Survey Fee (per Section 28).....	£ : :	249/10/92	
Special Damage Fee (per Section 28).....	£ 3 : 3 : -	Received by me,	
Travelling Expenses (if chargeable).....	£ : :	14/9/92	

\* State if Certificate is required As now  
 Committee's Minute TUES. 6 SEP 1892  
 Assigned As now

TUES. 27 SEP 1892



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

Certificate to be sent to

18—L.R.P.D.—Form No. 9—Transfer Ink—5/100, 27/2/92.

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



It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

On acct of damage, a new propeller  
shaft was fitted, and new coupling  
bolts fitted in crank shaft

N.A.

2-9-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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