

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

FRI 30 SEP 1892

(Received at London Office)

Date of writing Report 29<sup>th</sup> Sept 1892 When handed in at Local Office 18 Port of London

No. in Reg. Book. 195 Survey held at London Date, First Survey 28<sup>th</sup> Sept Last Survey 29<sup>th</sup> Sept 1892

195 on the Machinery of the Wood, Iron or Steel S.S. Maori Master L. Moffat

Tonnage { Gross 2711 Net 1756 Vessel built at Newcastle By whom C. S. Swan & Hunter When 1890

Registered Horse Power 325 Engines made at Newcastle When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

No. of Main Boilers Two Owners Shaw Savill & Albion Co. Ltd. Port Southampton Voyage New Zealand

Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler 90 (State name of Dock.) N. Albert dock

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition

(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 briefly summarised at the end of the report. 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 for survey

And what parts of the Boilers could not be thus thoroughly examined? No

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? No

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

At what pressure were they afterwards adjusted under steam? Not adjusted

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

To what pressure were they afterwards adjusted? Not adjusted

If the Survey is not complete state what arrangements have been made for its completion? Survey Completed

The vessel was placed in dry dock  
Examined propeller, found the feather slack in its seat, the  
propeller was taken off, tail shaft drawn inboard, examined &  
found in good condition - a new feather was satisfactorily fitted.  
The tail shaft was re-placed and the propeller satisfactorily re-fitted.  
Stem bush, and sea connection fastenings, examined & found in  
good order

General Observations, Opinion, and Recommendation:— The machinery of this vessel  
 (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. 0,02, B.&M.S. 0,02 or R.L.T.C. 0,02, as the case may be.)  
as far as seen is in good working order, and in my opinion  
eligible to remain as classed in the Register Book

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 29)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

State if Certificate is required As now

Committee's Minute FRI 7 OCT 1892

Assigned As now

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. Robt. Ballou

It is submitted that  
this vessel is eligible  
remain 48 CLISSA

Cess  
510.92

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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