

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

Date of writing Report 5th Oct. 1893 When handed in at Local Office Port of London
 No. in Reg. Book. 200 Survey held at London Date, First Survey 11th Sept. Last Survey 4th Oct. 1893
 on the Machinery of the Wood, Iron or Steel S. S. "Maori King" Master J. Priske
 Tonnage { Gross 3807 Net 2476 Vessel built at Sunderland By whom W. Doxford & Sons When 1890 YEAR. MONTH.
 Registered Horse Power 450 Engines made at Do. When 1890 Boilers, when made (Main) 1890 (Donkey) 1890
 No. of Main Boilers Two Owners W. Ross & Co. Port London Voyage New Zealand
 Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Vic. Pontoons & R. Affat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boiler 60 (State name of Dock.)

Last Survey No. PortParticulars of Examination and Repairs (if any) Damage Condition

(Periodical Surveys, when held, must be reported in detail and verbatim 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?

Do.

"

Donkey "

"

"

No

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?

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?

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?

Complete. -

Vessel placed on a pontoon - sea connections, propeller & its fastenings examined & found in good condition. The thrust shaft was found to be seriously flawed between the rings and was now renewed. The forging report is attached herewith.

General Observations, Opinion, and Recommendation:— This vessel's machinery, so far

(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. 2, 22, B.&M.S. 2, 22 or L.M.C. 2, 22, as the case may be.)

as seen, is in safe working condition, eligible, in my opinion, to remain as classed without fresh record of survey.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ 2 : 2 : 0
 Travelling Expenses (if chargeable) £ : :

Fees applied for

9/10/1893

Received by me,

163/94

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

State if Certificate is required

Committee's Minute

TUES. 10 OCT 1893

Assigned

as now.



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Lloyd's Register

Foundation

Lon 700 - 0139

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

On acct of the third shaft having
been found flawed.

A new one was fitted

M.A.

6-10-93

