

REPORT of SURVEY for REPAIRS, &c.

No. *477* Date of Writing Report *1887* Port of *London* Received in London Office, *THURS 27 OCT 1887*
 No. in Reg. Book. *477* Survey held at *London* Date, First Survey *20th Aug* Last Survey *26th Oct* 18 *87*
 (No. of Visits)

Master *Robert*
 TONNAGE:—
 NET *1250* Built at *R. Glasgow* By whom *R. Duncan & Co.* When *1874* 3
 GROSS *1320* Owners *Shaw Savill & Albion Co. (Lim.)* Port belonging to *Glasgow*
 UNDER DECK *1130* Owners' Address

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Canal Dry Dock* Destined Voyage *Auckland*
 Length of Poop *100* ft. of Forecastle *100* ft. of Raised Or. Deck *100* ft. Moulded Depth *100* ft. ins. 1
 (If these particulars are not yet recorded in the Register Book.)

Last Survey, No. *46625* Port *London* Classed *S.S. No 2-82* 10.86
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer ft. ins. as painted on Ship in Winter ft. ins.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *S.S. No 3*.
 This vessel has now been placed in dry dock & has been prepared for survey in manner as follows viz.

In the fore part of the hold - which is fitted with an insulated chamber for the purposes of the trade in which the vessel is employed - the insulating construction has been cut out as follows viz.

At each side of the keelson & at the range of the floor ends an opening from 3 to 4 feet in width, and extending the full length of the Chamber; Above the floor & between them & the lower deck beams three openings, on each side, 10ft x 4ft & in the 'tween decks one opening of a similar size on each side.

Clear of the insulating construction in the ordinary vessel all the close ceiling & the spar ceiling - has now been removed & the iron surfaces, thereby exposed, have been scaled cleaned and recrated; the cement in the flat of bottom was adhering well to the rim & in places, where thin, it has been made good.

PRESENT CONDITION OF THE		Boats	
Decks	<i>Good</i>	consists of	<i>Good</i>
Waterways	<i>Good</i>	Masts, Yards, &c.	<i>Good</i>
Comings	<i>Good</i>	Condition, how ascertained	<i>Certified</i>
Up'r Dk. Beams & Fastenings	<i>Good</i>	Sails	<i>Good</i>
Low'r Dk. Beams & Fastenings	<i>Good</i>	Anchors No. of	<i>3/3. 1/5. 2/4.</i>
Plank sheers	<i>Good</i>	Cables	<i>Good</i>
Sheerstrakes	<i>Good</i>	Hawsers & Warps	<i>Good</i>
Topsides	<i>Good</i>	Standing & Running Rigging	<i>Good</i>
Wales	<i>Good</i>	Hatches	<i>Good</i>
Engine Room Skylights	<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>
Scuppers	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>

General Observations, Opinion as to Class, Recommendation, &c.:
 This is a similar case to that of the *Canterbury* Wellington &c. for the same owner; the requirements having been carried out & the vessel being in good condition she is eligible in our opinion to remain as classed & to be marked *S.S. No 3-87*

Entry Fee (if chargeable) per Scale I., Sec. 27...	<i>£ 4</i>	Fees applied for,	<i>27/10 1887</i>
Office Fee (if chargeable) per Scale II., Sec. 27...	<i>£ 6</i>	Received by me,	<i>12/11/1887</i>
Survey Fee (per Section 28)	<i>£ 6</i>		
Special on Damage, Fee (if any) (per Sec. 28)	<i>£ 5</i>		
*Certificate (if required) to be sent as per margin	<i>£ 10</i>		
Travelling Expenses (if chargeable)	<i>£ 6</i>		
Second Surveyor's Fee (if any)	<i>£ 10</i>		

Committee's Minute *FRIDAY 28 OCT 1887*
 Character assigned *100*
 S.S. No 3-87
 Robert Edmund Taylor & Son, Commercial Steam Printers, 11, Old Street, Goswell Road, London.



About 1800 feet of the main deck, which was worn thin has now been renewed and the deck recaulked.

The masts spars rigging & equipment generally have now been overhauled & made good - the chain cables ranged and found complete.

The ceiling in the uninhabited portion of the vessel has now been renewed & the vessel recoated inside & out.

For top gallant mast, main top gallant yard, & mizen lower topsail yard have been renewed.

Wm. T. Cooper

Thos. H. Gray

This vessel has now been placed in the Canal Dry dock, where she was examined, cleaned & recoated.

Thos. H. Gray