

REPORT of SURVEY for REPAIRS, &c.

No. *1* Date of Writing Report *Aug 15th 1890* Port of *LONDON* Received in London Office *SAT 16 AUGUST 1890*
 No. *25* on the *Aberdeen* Iron *Seaw* By whom *A. Napier & Co* Master *Taylor*
 Reg. Book. Survey held at *LONDON* Date, First Survey *19 July 89* Last Survey *11/8/1890*

TONNAGE:—
 NET *2371* Built at *By whom A. Napier & Co* When *1881-12*
 GROSS *3616* Owners *G. Thompson & Co* Port belonging to *Aberdeen*
 UNDER DECK *2565* Owner's Address *(if not already recorded in Appendix to Register Book.)*

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Greens* Destined Voyage *Australian*

Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *50609* Port *+ Lmc. 270 - Red.* Classed *+ 100A1*
8.8 Lon. No 1-86 *Star* *Spur Deck*

(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 *8* ft. *4* ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and initials as painted on Ship in Winter *8* ft. *9 1/2* ins.
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Special Survey No 2. (incomplete)*
Marine, hull

This vessel was placed in dry dock, the bottom examined cleaned and coated.

The chain cables lifted & cement examined under Chain locker.

The close ceiling lifted in the after hold each side as required by the Rules & the frames floors cleaned and coated.

The main cross bunker examined, all the close ceiling removed & renewed. Cement examined

The side bunkers cleared & clean coated also crossbunker adjacent to same ceiling lifted

The forepeak and lazarette examined.

PRESENT CONDITION OF THE	Good	Blank (Bottom) & Counter	Good	Celling	Good	Boats	Good
Docks	✓	Transoms or Rivets	✓	Rudder	✓	Masts, Yards, &c.	✓
Waterways	✓	Breasthooks and Stemson	✓	Windlass & Capstan	✓	Condition, how ascertained	from <i>Dr</i>
Comings	✓	Transoms, Pointers, & Crutches	✓	Pumps	✓	Sails	<i>good</i>
Up'r Dk. Beams & Fastenings	✓	Timbers of Frame at the opening	✓	Cement (if Iron Ship)	✓	Anchor No. <i>33, 18, 2K</i>	<i>Good</i>
Low'r Dk. Beams & Fastenings	✓	Ditto ditto at other places	✓	Caulking of Bot'm, D'k, & Wat'rways	✓	Cables	<i>Good</i>
Plank sheers	✓	Keelsons	✓	Copper or V.M.	✓	Hawsers & Warps	✓
Sheerstrakes	✓	Clamps & Shelves	✓	(Standard or V.M.)	✓	Standing & Running Rigging	✓
Top-sides	✓					Hatches	✓
Wailes	✓						
Engine Room Skylights	✓	Coal Bunker, Openings, Lids, &c.	✓	Scuppers	✓	Cargo & Main Hatchways	<i>good</i>

General Observations, Opinion as to Class, Recommendation, &c.:

This vessel now appears to be in a sound & efficient condition eligible in my opinion to remain as classed & to have this Survey recorded & to have the Special Survey No 2 recorded

Entry Fee (if chargeable) per Scale I., Sec. 27... £
 Office Fee (if chargeable) per Scale II., Sec. 27... £
 Survey Fee (per Section 28) £ *7-0-0*
 Special on Damage Fee (if any) (per Sec. 28)... £
 "Certificate" (if required) to be sent as per margin £
 Travelling Expenses (if chargeable) £
 Surveyor's Fee (if any) £ *10-0-0*

Committee's Minute
 Character assigned *Deferred*

1890 15 AUGUST 1890

ROBERT EDMUND TAYLOR & SON, Commercial Stationers, 19, Old Street, Goswell Road, London.

The ballast tank under Engines and Boilers cleared & emptied. the ironwork sealed, and the whole of the Asphalt renewed with cement and 7 defective rivets in the shell plating renewed.

The after trimming tank cleared out and examined & the after bays which were found to be inaccessible were filled up with concrete. The wedges removed from the masts which were then recoated and rewedged.

To Complete the Survey. No 2.

(1) The ballast tank under Engines and Boilers to be tested with a head of water as required by the Rules. the ceiling and lumber in the Tankers lifted to ascertain its efficiency.

(2) The forward bulkhead has a ~~door~~ door fitted in the Tween deck for the accommodation of the crew when double crews are carried under the emigration department. This door has now been bolted up. & it has been recommended that a suitable watertight door be fitted & arranged so that it can be closed & made watertight by persons on either side of the Bulkhead ^{in the} usual manner.

Edward J. Turner