

# REPORT of SURVEY for REPAIRS, &c.

No. 27 on the Iron S. "Waimate" Master R. Peek.

No. in Reg. Book. 27 Survey held at London Date, first Survey 20<sup>th</sup> Sept<sup>r</sup> Last Survey 11<sup>th</sup> Oct<sup>r</sup> 1880

TONNAGE under Tonnage Deck 1016 Built at Sunderland When built 1874 YEAR. MONTH. 8<sup>th</sup>

Ditto of Spar Deck, or Awning Deck 1156 Owners New Zealand Ship<sup>y</sup> Co<sup>y</sup> (Lim.) Port belonging to Lyttelton N.Z.

Ditto of Poop 1124 Residence Blumer By whom built Blumer Destined Voyage New Zealand

Ditto of Raised Quarter Deck 1124 If Surveyed Afloat or in Dry Dock In the Canal Dry Dock.

Ditto of House on Deck 1124 (State Name of Dock)

Ditto of Forecastle 1124

Gross Tonnage 1156

Crew Spaces per Rule 1124

Register Tonnage, cut on Beam 1124

Engine Room 1124

Reg. Tons as St<sup>r</sup>mer, cut on Bm. 1124

Length of Poop 25 ft. Ditto, Forecastle 00 ft. Ditto, Raised Quarter Deck 09 ft. Years assigned. 100A.1. Character in Register Book. 11.79

Last Survey, No. 25009 Port Iron S.S. Lon. No. 1-79. Classed 100A.1.

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

The bottom has been examined, cleaned and coated.

The following chain cable and bower anchor have now been supplied viz:  
60 fathoms  $1\frac{3}{4}$  inch - breaking strain 77½ tons - tensile strain 55½ tons -  
R. Burrell Superintendent Low Walker 17<sup>th</sup> Feb<sup>r</sup> 1874.  
Bower anchor weight ec. stock <sup>cut. qrs. lbs.</sup> 30-0-7 - proof strain <sup>tons cut. qrs. lbs.</sup> 20-14-14 -  
Erastus R. Sitt, Tipton 2<sup>nd</sup> September 1880.

Vessel surveyed with ballast in the hold amidships & aft.

## Present Condition of the

Decks	good	Treeails	rieto - good	Windlass and Capstan	good
Waterways	D <sup>o</sup>	Breasthooks and Stemson	D <sup>o</sup>	Pumps	D <sup>o</sup>
Comings	D <sup>o</sup>	Transoms, Pointers, and Crutches	D <sup>o</sup>	Boats	D <sup>o</sup>
Upper Deck Beams & Fastenings	D <sup>o</sup>	Timbers of the Frames at the openings	D <sup>o</sup>	Masts, Yards, &c.	D <sup>o</sup>
Lower Deck Beams & Fastenings	D <sup>o</sup>	Ditto Ditto at other places	D <sup>o</sup>	Condition, how ascertained from the deck	
Planksheers	D <sup>o</sup>	Keelsons	D <sup>o</sup>	Sails	good
Sheerstrakes	D <sup>o</sup>	Clamps and Shelves	D <sup>o</sup>	Anchors No. of	3 B. 1 S. 2 K.
Topsides	D <sup>o</sup>	Ceiling	D <sup>o</sup>	Cables	complete.
Wales	D <sup>o</sup>	Rudder	D <sup>o</sup>	Hawsers and Warps	sufficient
Plating (Bottom) and Counter	D <sup>o</sup>	Copper for rudder	When put on	Standing & Running Rigging	D <sup>o</sup>
Engine Room Skylights		Caulking of Bottom, Deck, & Waterways	good		
Coal Bunker, Openings, Lids, &c.		Scuppers	good	Cargo and Main Hatchways	good
				Hatches	good.

General Observations, Opinion as to Class, &c.

This vessel appears to be in good condition and eligible to remain as classed.

The Amount of Entry Fee ... £ ... received by me, 4/12/1880

Certificate (if required) to be sent as per margin... £ 5

(Travelling Expenses, if any, £ )

Committee's Minute

Character assigned

J. H. Truscott  
The. Langdon  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Friday, October 22nd 1880

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