

REPORT of SURVEY for REPAIRS, &c.

No. *190* in Survey held at *London* Date, first Survey *19th August* Last Survey *26th August 1882*
 Reg. Book. *190* on the *Barque "The Goolwa."* Master *J. T. Torkilsen*
 TONNAGE under Tonnage Deck *643* Built at *Aberdeen* When built *1864*
 Ditto of Spar Deck, or Awning Deck Owners *A. Lawrence* Port belonging to *London*
 Ditto of Poop Residence
 Ditto of Raised Qr. Dk. By whom built *Hall* Destined Voyage *Adelaide*
 Ditto of Houses on Deck If Surveyed Afloat or in Dry Dock *In the Nelson Dry Dock*
 Gross Tonnage *718* (State Name of Dock)
 Crew Space, as per Rule *718*
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm.

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned *19* Character in Register Book *A. 1.*
 Last Survey, No. *78* Port *Adel* *L. S. Lon. 79.* *Classed 19* *1.82*

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

Completion of special survey for Continuation on the A Character - section 45 of the Rules for Composite vessels.

It appears from the Report of survey held on this vessel at Port Adelaide in January 1882, that part of the requirements of the Rules for Continuation was then complied with viz: The vessel was placed on a slip; the metal stripped off; all the outside planking from upper part of metal to the keel dubbed bright; the planking of one strake extending from amidships forward on one side, and from amidships aft on the other side removed and the bilge plates and backs of frames exposed. About 40 bolts driven out on each side (copper) and found good. New planks of iron bark and garrah put in for planks taken out. Caulked from keel to top of ^{metal} *met* and yellow metalled.

The following has now been done to complete the special survey for Continuation

Present Condition of the	Decks	Waterways	Comings	Upper Deck Beams & Fastenings	Lower Deck Beams & Fastenings	Plank sheers	Sheerstrakes	Topsides	Wales	Plank (Bottom) and Counter	Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers	Cargo and Main Hatchways	Hatches
good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good
Tree nails	Breasthooks and Stemson	Transoms, Pointers, and Crutches	Timbers of the Frame at the openings	Ditto Ditto at other places	Keelsons	Clamps and Shelves	Ceiling	Rudder	Copper (Y.M.) good When put on	Caulking of	Bottom, Deck, & Waterways	Windlass and Capstan	Pumps	Boats	Masts, Yards, &c.
Condition, how ascertained by examination.	Sails	3 B. 1 S. 2 K.	Cables	complete	Hawsers and Warps	good	Standing & Running Rigging	good							

General Observations, Opinion as to Class, &c.

This vessel is in good and efficient condition, and the requirements of the Rules Section 45 for Continuation having now been completed, we are of opinion she is eligible to be Continued 13 A. 1 from 1883 viz: the expiration of her present class.

The Amount of Entry Fee ... £ *5* : - : - received by me, *F. F. E.*
 Special ... £ *5* : *5* : - *20/8* 1882
 Certificate (if required) } £ : *5* :
 to be sent as per margin... }

(Travelling Expenses, if any, £)

Committee's Minute

Character assigned

Tuesday, 20th August, 1882

19 A
13 A. 1
13 A. 1

J. H. Truscott
Willm & Co. Davey
 Surveyor to Lloyd's Register of British and Foreign Shipping.

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viz: The outside planking from the upper part of the yellow metal sheathing to the gunwales including the plank sheer and waterway and the poop and fore-castle drifts, scraped bright; one plank on each side removed in way of the iron sheerstrake; all the close ceiling removed; oxidation removed; cement has not been cut out on the present occasion to ascertain the condition of floors, keel plate &c. as a large amount was cut out during the survey held on this vessel during the special survey held on this vessel in 1879 - see report N^o 38420. Bolts now driven out of topsides for examination. According to report of survey held at Hongkong in 1878 on this vessel, the windlass was then entirely refitted. The chain cables have now been ranged; the masts and spars examined and all other requirements of the Rules complied with. The bottom outside, has been sighted. The floors have been coated and the ceiling relaid and part renewed. The plank on each side removed for survey in way of the iron sheerstrake has been renewed of teak.

The three lowest lines of the galvanized iron fastenings of the topside planking have now been replaced with yellow metal nut & screw bolts all fore & aft leaving only two strakes below the wood sheerstrake galvanized iron fastened each side of vessel.

Part of the topsides recaulked.

The following spars renewed viz: the fore upper topsail yard and the main topgallant yard renewed.

J. H. Truscott.

Wm. C. Davey

56



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