

# REPORT of SURVEY for REPAIRS, &c.

No. in Survey held at *London* Date, first Survey *23<sup>rd</sup> Feb<sup>y</sup>* Last Survey *22<sup>nd</sup> March 1883*  
Reg. Book. *46* on the Iron Ship "*Rakaia*" (No. of Visits)  
Master *J. Bone*

Official Number *893*  
TONNAGE under Tonnage Deck  
Ditto of Spar Deck, or Avoing Deck  
Ditto of Poop  
Ditto of Raised Qr. Dk.  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage *1057*  
Crew Space, as per Rule  
Register Tonnage, cut on Beam *1022*  
Engine Room  
Reg. Tons as St<sup>r</sup>mer, cut on Bm.  
Built at *Sunderland* When built *1873* YEAR. MONTH. *11<sup>th</sup>*  
Owners *New Zealand Shipping Co. (Lim)* Port belonging to *Lyttelton N.Z.*  
Residence  
By whom built *J. Blumer & Co* Destined Voyage *New Zealand*  
If Surveyed Afloat or in Dry Dock *In the Nelson Dry Dock.* (State Name of Dock)

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft.  
Last Survey, No. *41376* Port *Son* Classified *S.L. Lon. N<sup>o</sup> 1-78* 100A.1. 4.82.  
REPAIRS, OR EXAMINATION AS PER RULE Cause of Repairs to be clearly stated. Society's Load-Line (if assigned) as painted on Ship OR Society's Freeboard (if assigned) as painted on Ship

## Completion of Special Survey N<sup>o</sup> 2.

It appears from Report N<sup>o</sup> 41376 of survey held in London in April 1882. that ceiling equal to four strakes were removed from the main hatch forward, and the chain cables ranged out 270 fathoms. Bottom repainted. The following now done to complete the special survey N<sup>o</sup> 2 viz: the timber boards and ceiling equal to three strakes on each side removed from the fore part of the main hatch to right aft. The cement examined and found adhering well to the iron. The windlass is of iron and is in good condition. The masts and spars examined and all other requirements of the Rules complied with. The bottom has been examined and coated. The hold cleaned & coated. Three planks of ceiling in hold renewed. The iron fore mast and the iron main mast doubled at the heel with plates 7/16" thick & 6 feet in length. The jibboom & main topgallant mast renewed.

Present Condition of the							
Decks	good	Trunnels	Rivets —	good	Windlass and Capstan	good	
Waterways	ge	Breasthooks and Stemson		ge	Pumps	ge	
Comings	ge	Transoms, <del>Pointers</del> , and Crutches		ge	Boats	ge	
Upper Deck Beams & Fastenings	ge	<del>Timbers</del> of the Frame	Sat the openings	ge	Masts, Yards, &c.	ge	
Lower Deck Beams & Fastenings	ge	<del>Ditto</del>	Ditto at other places	ge	Condition, how ascertained by examination		
Planksheers	ge	Keelsons		ge	Sails	good	
Sheerstrakes	ge	<del>Clamps and Shells</del>		ge	Anchors No. of	3 B. 1 S. 2 K	
Topsides	ge	Ceiling		ge	Cables	good	
Wales	ge	Rudder		ge	Hawsers and Warps	ge	
Plating	ge	<del>Copper (on R.M.)</del>	<del>When put on</del>		Standing & Running Rigging	ge	
<del>Plating</del> (Bottom) and Counter	ge	<del>(Steel if on R.M.)</del>			Cargo and Main Hatchways	good	
Engine Room Skylights		Coal Bunker, Openings, Lids, &c.		Scuppers	good	Hatches	good

General Observations, Opinion as to Class, &c.  
This vessel is in good and efficient condition, eligible in my opinion to remain as classed, and the special survey N<sup>o</sup> 2 required by the Rules, having been completed, to be marked in the Register Book S.L. Lon. N<sup>o</sup> 2.

The Amount of Entry Fee ... £ 2 : 2 : received by me, } *478*  
*29/3/83* Special ... £ 2 : 2 : } *24/3 1883*  
Certificate (if required) } £ 5 :  
to be sent as per margin... }

(Travelling Expenses, if any, £ )  
Committee's Minute  
Character assigned  
Friday, 30th March. 1883.  
*100A.1*  
*S.S. No 2-82*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
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