

# REPORT of SURVEY for REPAIRS, &c.

46987

Received in London Office, FRIDAY 4 FEB 1887

No. 46987 Port of London  
 No. in Reg. Book. 12 Survey held at London Date, First Survey 10/11/86 Last Survey 3/1/1887  
 on the Oamaru Don S. Master Maxwell

TONNAGE: - Built at Greenock By whom Scott & Co When 1874 - 10  
 NET 1306 Owners Shaw Savill & Albion Co Port belonging to Glasgow  
 GROSS 1364 Owner's Address  
 UNDER DK. 1166 (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Poplar (Rupp) Destined Voyage Auckland  
 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. 45832 Port Lon Character in Register Book. VOA. 1.  
 286

(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 60 ft. ins. as painted on Ship in Winter 52 ft. ins. Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part Special Survey No 3.

This vessel was placed in dry dock bottom cleaned and painted. The lower after hold from refrigerator Room Bulkhead aft has been clipped cleaned & painted. All the close ceiling & spar ceiling having been removed for this purpose. except a small portion between main mast & refrigerating Room bulkhead below the big strainer angle iron which will be done on vessel's return from her present voyage. All the close ceiling lifted in after hold has been renewed with 2 pitch pine. The floors & spaces have been cement washed & cement repaired. The two aft boats have been now repaired, new jibboom, Main topmast main top gallant mast have been renewed

PRESENT CONDITION OF THE	Plank (Bottom) & Counter	Ceiling	Boats
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good over</u>
Waterways	Treenails or Rivets	Rudder	Masts, Yards, &c. <u>do</u>
Comings	Breasthooks and Stemson	Windlass & Capstan	Condition, how ascertained <u>exam</u>
Up'r Dk. Beams & Fastenings	Transoms, Pointers, & Crutches	Pumps	Sails <u>2 Suits good</u>
Low'r Dk. Beams & Fastenings	Timbers of Frame at the openings	Cement (if Iron Ship)	Anchor No. <u>313, 18. 2K</u>
Planksheers	Ditto ditto at other places	Caulking of Bot'm, D'k, & Watrways	Cables <u>what can good</u>
Sheerstrakes	Keelsons	Copper, or Y.M. (State if on Felt.)	Hawsers & Warps <u>sufficient</u>
Topsides	Clamps & Shelves	When put on	Standing & Running Rigging <u>good</u>
Wales			
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers <u>good</u>	Cargo & Main Hatchways <u>good</u>
			Hatches

General Observations, Opinion as to Class, Recommendation, &c.:  
 This vessel now appears to be in a sound & efficient condition eligible in our opinion to remain as classed. The outstanding of the Special Survey will be completed on the vessel's return (for which see over leaf)

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:
Survey Fee (per Section 28) .....	£	3	3 0
Special on Damage, Fee (if any) (per Sec. 28)....	£	:	:
Certificate (if required) to be sent as per margin	£	5	:
Travelling Expenses (if chargeable) .....	£	:	:
Second Surveyor's Fee (if any) .....	£	:	:

Fees received by me, 21-2-1887  
Edward W. Turner  
 Surveyor to Lloyd's Register of British & Foreign Shipping.  
J. A. Truscott

Committee's Minute  
 Character assigned 100

TUESDAY 8 FEB 1887

The fore peak and forecable have been examined  
clipped cleaned, & coated with cement & paint.  
The masts spars and equipment have been examined

Outstanding portion of Survey.

Close ceiling to be lifted in fore part of after  
hold between Bilge Scungers & Main Mast & refrigerating  
Room wooden bulkhead.

The remainder of the hold from the wooden  
bulkhead of <sup>refrigerating</sup> Engine Room or fore part of main hatch  
to fore peak bulkhead have yet to be examined.

The deck should be bored to ascertain thickness.  
The owners Marine Supt has been advised of  
of the above remaining portion yet to be done.

Edward J. D. Lenny