

REPORT of SURVEY for REPAIRS, &c.

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:—
 NET 1306 Built at Greenock By whom Scott & Co When 1874—10
 GROSS 1364 Owners Shaw Savill & Albion Co Port belonging to Glasgow
 UNDER DK. 1166 Owner's Address
 (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 22 ft.: of Forecastle 12 ft.: of Raised Qr. Deck 12 ft.: Moulded Depth 10 ft. ins. 0
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 45832 Port Lon Character in Register Book. 286
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. 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.)
 Society's Freeboard (if assigned) in Summer 28 ft. ins. 0
 as painted on Ship in Winter 28 ft. ins. 0

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part Special Survey 1703.

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>	Treenails or Rivets <u>✓</u>	Rudder <u>✓</u>	Masts, Yards, &c. <u>do</u>
Waterways <u>✓</u>	Breasthooks and Stemson <u>✓</u>	Windlass & Capstan <u>✓</u>	Condition, how ascertained <u>exam</u>
Comings <u>✓</u>	Transoms, Pointers, & Crutches <u>✓</u>	Pumps <u>✓</u>	Sails <u>2 Suits good</u>
Up'r Dk. Beams & Fastenings <u>✓</u>	Timbers of Frame at the openings <u>✓</u>	Cement (if Iron Ship) <u>✓</u>	Anchor No. <u>313, 18.2K</u>
Low'r Dk. Beams & Fastenings <u>✓</u>	Ditto ditto at other places <u>✓</u>	Caulking of Bot'm, D'k, & Wat'rways <u>✓</u>	Cables <u>what can good</u>
Planksheers <u>✓</u>	Keelsons <u>✓</u>	Copper, or Y.M. (State if on Felt.) <u>—</u>	Hawsers & Warps <u>sufficient</u>
Sheerstrakes <u>✓</u>	Clamps & Shelves <u>✓</u>	When put on <u>—</u>	Standing & Running Rigging <u>good</u>
Topsides <u>✓</u>			
Wales <u>✓</u>			
Engine Room Skylights <u>✓</u>	Coal Bunker, Openings, Lids, &c. <u>✓</u>	Scuppers <u>good</u>	Cargo & Main Hatchways <u>good</u>
			Hatches <u>—</u>

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 £ : :
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :
 Committee's Minute
 Character assigned 100
 Fees received by me, 21.2.1887
Edward J. Truscott
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 TUESDAY 3 FEB 1887
 Lloyd's Register Foundation

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

Outstanding portion of Survey.

Clo^{se} 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 ^{refrigerating} 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 Jno Lerney