

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

SAT 24 SEPT 1887

No. *49656*
 No. in g. Book. *605* on the *S.S. "Knapelun"*
 Survey held at *London* Date, First Survey *10th Sept* Last Survey *15th Sept* 188*7*
 (No. of Visits)
 Master *Greenstreet*
 Built at *Glasgow* By whom *J. Elder & Co* When *1883*
 Owners *New Zealand Shipping Co. (Lim)* Port belonging to *Dunedin*
 TONNAGE:—
 NET *2655*
 GROSS *4163*
 UNDER DEK. *2755*
 Owner's Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *R. Altham & Co* Destined Voyage *Nellington*
 Length of Poop *100* ft.: of Forecastle *12* ft.: of Raised Or. Deck *86* ft.: Moulded Depth *100* ft. ins. *100 A1*
 (if these particulars are not yet recorded in the Register Book.)
 Character in Register Book.
 Last Survey, No. *4683* & Port *London*
 (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) as painted on Ship } in Summer ft. ins. }
 in Winter ft. ins. }

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Condition & Repair*

On her last passage to New Zealand this vessel was found to be making some water, & on arrival was examined, when it was found that certain rivets in the bottom aft on the port side were defective.

A good temporary repair was made, & on her return here she has now been placed at dry dock, where the defective rivets, to the number of about one hundred and eighty, were cut out and renewed.

To effect this, about thirty-eight feet of the intercostal bilge stringer was cut out & afterwards re-riveted in place.

The rivets which were renewed were situated principally in the landing edge of the shell plating where the intercostal bilge stringer crossed it. Some of these rivets were countersunk to admit of this. Before the new rivets were put in the holes were re-countersunk.

The bottom of the vessel has now been cleaned & recoated.

PRESENT CONDITION OF THE		Boats	
Decks	<i>good</i>	Complete	<i>good</i>
Waterways	<i>"</i>	Masts, Yards, &c.	<i>"</i>
Comings	<i>"</i>	Condition, how ascertained	<i>from deck</i>
Up'r Dk. Beams & Fastenings	<i>"</i>	Sails	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>"</i>	Anchors	No. of <i>3/3 15 24</i>
Planksheers	<i>"</i>	Cables	<i>Complete</i>
Sheerstrakes	<i>"</i>	Hawsers & Warps	<i>good</i>
Topsides	<i>"</i>	Standing & Running Rigging	<i>"</i>
Wales	<i>"</i>	Hatches	<i>"</i>
Engine Room Skylights	<i>"</i>		
Coal Bunker, Openings, Lids, &c.	<i>"</i>		
Scuppers	<i>good</i>		
Cargo & Main Hatchways	<i>good</i>		

General Observations, Opinion as to Class, Recommendation, &c.:

This vessel is now in *good* condition & eligible in my opinion to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ <i>23/1/88</i>	Fees received by me, <i>24/1 1888</i>
Office Fee (if chargeable) per Scale II., Sec. 27...	£ <i>1/0/87</i>	
Survey Fee (per Section 28)	£ <i>2 2</i>	
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

TUESDAY 4 OCT 1887

Surveyor to Lloyd's Register of British & Foreign Shipping.