

REPORT of SURVEY for REPAIRS, &c.

No. *234* Date of Writing Report *6-4-88* Port of *London*
 No. in Reg. Book. *1116* Survey held at *London* Date, First Survey *14/3/88* Last Survey *6-4-1888*
 on the *Westland* Iron *S* Master *Scotland*
 TONNAGE:— NET *1116* GROSS *1186* UNDER DK. *1048*
 Built at *For Glasgow* By whom *R Duncan* When *1878-10*
 Owners *Shaw Savill & Albion Co* Port belonging to *Glasgow*
 Owner's Address *(if not already recorded in Appendix to Register Book.)*
 If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Green* Destined Voyage *Atago*
 Length of Poop *11* ft.: of Forecastle *11* ft.: of Raised Or. Deck *11* ft.: Moulded Depth *11* ft. ins. *11*
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *84* Port *Dunedin* *11-87*
 (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 *4* ft. *2* ins. in Winter *4* ft. *2* ins.
 as painted on Ship

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Condition*
This vessel was placed in dry dock the bottom examined cleaned & coated.

Freeboard
 The freeboard assigned by the Committee has been marked and painted on the sides of the vessel as directed. viz—
 Salt Water *4-2*
 Fresh Water *3-9 1/2*

The repairs to port bow executed at New Zealand are of a thoroughly efficient character. 1 plate below lower Dk on port side taken off & replaced, frame repaired, also beam arm

PRESENT CONDITION OF THE					
Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>
Waterways	<i>✓</i>	Treenails or Rivets	<i>✓</i>	Rudder	<i>✓</i>
Comings	<i>✓</i>	Breasthooks and Stemson	<i>✓</i>	Windlass & Capstan	<i>✓</i>
Up'r Dk. Beams & Fastenings	<i>✓</i>	Transoms, Pointers, & Crutches	<i>✓</i>	Pumps	<i>✓</i>
Low'r Dk. Beams & Fastenings	<i>✓</i>	Timbers of Frame at the opening	<i>✓</i>	Cement (if Iron Ship)	<i>✓</i>
Plank sheers	<i>✓</i>	Ditto ditto at other places	<i>✓</i>	Caulking of Bot'm, D'k, & Watrways	<i>✓</i>
Deerstrakes	<i>✓</i>	Keelsons	<i>✓</i>	Copper, or Y.M. (State if on Felt.)	<i>✓</i>
Topsides	<i>✓</i>	Clamps & Shelves	<i>✓</i>	When put on	<i>✓</i>
Wales	<i>✓</i>	Coal Bunker, Openings, Lids, &c.	<i>✓</i>	Scuppers	<i>Good</i>
Engine Room Skylights	<i>✓</i>			Cargo & Main Hatchways	<i>Good</i>
				Hatches	<i>✓</i>

General Observations, Opinion as to Class, Recommendation, &c.:
This vessel now appears to be in a sound and efficient condition eligible in my opinion to remain as classed

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	
Office Fee (if chargeable) per Scale II., Sec. 27...	£	
Survey Fee (per Section 28)	£	
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)	£	

Fees applied for, 188
 Received by me, 188

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

Committee's Minute
 Character assigned *100A1*

Record Freeboard

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

"Westland"

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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