

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office, **WEDNES. 22 FEB 1888**

No. **503** Date of Writing Report **London 21-2-88** 188 **Port of London**  
 No. in Reg. Book. **503** Survey held at **London** Date, First Survey **8-2-88** Last Survey **21-2-1888**  
 on the **"Poonah"** Iron Sailing S. Master **Richard**  
 TONNAGE:— Built at **Lundeland** By whom **W. P. & Co** When **1867-18**  
 NET **1199** Owners **Tyner & Coy** Port belonging to **London**  
 GROSS **1199** Owner's Address **Not already recorded in Appendix to Register Book.**  
 UNDER DK. **1117** Name of Dock **E 9 D** Destined Voyage **Sydney**  
 If Surveyed Afloat or in Dry Dock **afloat**  
 Length of Poop **ft.:** of Forecastle **ft.:** of Raised Or. Deck **ft.:** Moulded Depth **ft.** ins. **12.86**  
 (If these particulars are not yet recorded in the Register Book.)  
 Character in Register Book. **A 1.**  
 Classified **7. A 1.**

Last Survey, No. **1134** Port **Ham** ...  
 (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 **4** ft. **5** ins.  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter **15 Dec 2-80**  
 of any letters respecting this case. **15 Dec 2-80**

REPAIRS, OR EXAMINATION AS PER RULE, FOR

**Completion of Special Survey No 2.**

This vessel was seen lying afloat in the East India dock and it was seen that the decayed & defective ceiling under main hatchway was renewed. The chain cables were ranged out for inspection 270 fms. and the fore peak examined as recommended in the Hamburg Report 20 11/24 dated 28/1/87

In consequence of the Forecastle plating being considerably decayed under the side lights it was recommended that the plating be drilled to ascertain its thickness, but, owing to the vessel being loaded & consequent detention, the owners propose to give the necessary

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

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

This vessel now appears (with above exception) to be in a sound & efficient condition & eligible in my opinion to remain as classed. & I have the S Survey No 2 recorded

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for, 22.2 1888
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28) .....	£	:	:	Received by me, 25.7 1888
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

Note

FEB 24 1888

A 1

SS No 2-88

NO 88



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facilities for examination on her return  
to London. It being observed, that provision is  
made for berthing the crew in a large deck house.  
See letter attached hereto.

Edward no Surmely