

REPORT of SURVEY for REPAIRS, &c.

No. *1005* Date of Writing Report *February 23^d 1889* Port of *London* Received in London Office, *TUES. 26 FEB 1889*
 No. in Survey held at *London* Date, First Survey *Feb. 16th* Last Survey *Feb. 23^d 1889*
 Reg. Book. *1005* on the *Steel Screw Steamer "MURRUMBIDGEE"* Master *Edkington*
 TONNAGE:— Built at *Sunderland* By whom *J. L. Thompson* When *1887* - *10*
 NET *1774* Owners *M^r W^m Lund.* Port belonging to *London*
 GROSS *2744* Owner's Address *(if not already recorded in Appendix to Register Book.)*
 UNDER DECK *3594* If Surveyed Afloat or in Dry Dock *Both* Name of Dock *W^m Ind. Co. St.* Destined Voyage *Sydney*
 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.)

Classed *100 A1*
 Last Survey, No. *1614* Port *Ant.*
 (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 *5* ft. *11* ins.
 in Winter *6* ft. *3 1/2* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Condition, and Repair of damage*
specified in Antwerp Report No. 1614 dated Feb. 6th 1889.
This vessel was examined in the West India Graving Dock and subsequently whilst afloat in the South wet Dock.
The Bottom which was found in good and sound condition was scraped and painted; the two indented plates on port side referred to in the Report quoted above, viz: one in the 2^d and one in the 3^d Strake below Main Sheerstrake have been straightened; all started rivets in the vicinity of this damage renewed and the vessel at that part painted inside & out. A new 7" warp has also been supplied in lieu of one broken and part lost, as alleged, at the time of the accident, and the vessel, generally has been put in a thoroughly efficient condition.

PRESENT CONDITION OF THE	Good	Plank (Bottom) & Counter	Good	Ceiling (where exp ^d)	Good	Boats	Good
Decks	Good	Treenails or Rivets	Good	Rudder	Good	Masts, Yards, &c.	Good
Waterways	Good	Breasthooks and Stemson	Good	Windlass & Capstan	Good	Condition, how ascertained	from Deck
Comings	Good	Transoms, Pointers, & Crutches	Good	Pumps	Good	Sails	Good
Up'r Dk. Beams & Fastenings	Good	Timbers of Frame at the openings	Good	Cement (if Iron Ship)	Not Seen	Anchor	No. of <i>3 B; 1 S; 2 St.</i>
Low'r Dk. Beams & Fastenings	Good	Ditto ditto at other places	Good	Caulking of Bot'm, D'k, & Watrways	Good	Cables	(Exp ^d complete) Good
Plank sheers	Good	Keelsons	Good	Copper (if Iron Ship)	Good	Hawsers & Warps	Good
Sheerstrakes	Good	Clamps & Shells	Good	Scuppers	Good	Standing & Running Rigging	Good
Topsides	Good			Cargo & Main Hatchways	Good	Hatches	Good
Wales	Good						
Engine Room Skylights	Good	Coal Bunker, Openings, Lids, &c.	Good				

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now in good and efficient condition, all necessary repairs having been duly executed. I would therefore respectfully submit that she is eligible to remain at classed, viz:*
100 A1

Entry Fee (if chargeable) per Scale I., Sec. 27... £ : :
 Office Fee (if chargeable) per Scale II., Sec. 27... £ : :
 Survey Fee (per Section 28) £ *2* : *2*
 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 *FRIDAY 1 MARCH 1889*
 Character assigned *100 A1*
 Fees applied for, *20 1/2* 1889
 Received by me, *Henri Wilkison*
 Surveyor to Lloyd's Register of British & Foreign Shipping.