

REPORT of SURVEY for REPAIRS, &c.

No. *49385* Date of Writing Report *April 30th 1889* Port of *London*
 No. in *Supplement* Survey held at *London* Date, First Survey *March 27th* Last Survey *April 13th 1889*
 Reg. Book. *2* on the *Steel Sailing Bk. "BANKLANDS"* Master *J. Reid & Co.*

TONNAGE:—
 NET *1197* Built at *St. Glasgow* By whom *J. Reid & Co.* When *1888*
 GROSS *1239* Owners *The Bank Shipping Co.* Port belonging to *Liverpool*
 UNDER DK. *1150* Owners' Address *(if not already recorded in Appendix to Register Book.)*
 If Surveyed Afloat or in Dry Dock *3rd* Name of Dock *Green's Cr. St.* Destined Voyage *Adelaide.*
 Length of Poop *✓* ft.: of Forecastle *✓* ft.: of Raised Or. Deck *✓* ft.: Moulded Depth *33* ft. *6* ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *9573* Port *London* Classed *100 A1*
 (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) as painted on Ship } in Summer *—* ft. *—* ins.
 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. } in Winter *4* ft. *3* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Condition.*

On examination of Bottom, found on Port Side:
one indent in the centre of B Strake amidstships.
one indent, about 15 feet further aft, on the upper edge of B.
Strake affecting the landings of two Strakes, viz: B. & C.
one indent, about 6 feet from S.P. in the centre of D. Strake;
also, on Starboard Side, about 6 ft. from S.P. another
slight indentation not exceeding 3/16 of an inch in two
feet of length.

The other indentations referred to above, and which are
supposed to have been caused by the Bilge Blocks of the Patent
Shipway on which it is stated the vessel was placed at
Wellington N.Z. between the 7th & the 13th of Nov. 1888, vary in extent
to between a half inch and one inch and an eighth in a
length of about two feet — The cement which was found

PRESENT CONDITION OF THE	Good	Fair	Good	Good	Good	Disturbed	Good
Decks	Good		Good		Good		Good
Waterways	Good		Good		Good		Good
Comings	Good		Good		Good		Good
Up'r Dk. Beams & Fastenings	Good		Good		Good		Good
Low'r Dk. Beams & Fastenings	Good		Good		Good		Good
Planksheers	Good		Good		Good		Good
Sheerstrakes	Good		Good		Good		Good
Topsides	Good		Good		Good		Good
Wales	Good		Good		Good		Good
Engine Room Skylights	Good		Good		Good		Good
Coal Bunker, Openings, Lids, &c.	Good		Good		Good		Good
Scuppers	Good		Good		Good		Good
Cargo & Main Hatchways	Good		Good		Good		Good
Hatches	Good		Good		Good		Good

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now*
in good and efficient condition and I would respectfully
submit that she is eligible to remain as classed,
viz: 100 A1

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for,	188
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	Received by me,	188
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)	£	:	:		

Committee's Minute *100 A1*
 Character assigned *100 A1*
 FRIDAY 28 APRIL 1889
 TUES 30 APRIL 1889
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 Lloyd's Register Foundation
 LON685-0401

49385. Jan.

disturbed in the way of these indentations has been taken out and replaced by new, but the rivetting and caulking which were carefully examined & tested showed no sign of having been disturbed.

The undersigned strongly advised the owners' representative to have the plates 'jaired' at the time the vessel was in Groving Dock, but was informed that there was no intention of dealing with the matter at present.

It should, however, be added that the vessel's efficiency is in no way impaired by the damage received.

Henri Wilkinson

20. 4. 89