

# REPORT of SURVEY for REPAIRS, &c.

49528

No. 70 Date of Writing Report May 28<sup>th</sup> 1889 Port of London  
 No. in Reg. Book. 70 Survey held at London Date, First Survey May 7<sup>th</sup> Last Survey May 27<sup>th</sup> 1889  
 on the Iron Sailing Ship: "ZEALANDIA" Master J. Phillips

TONNAGE:—  
 NET 1116 Built at Glasgow By whom C. Connell & Co. When 1869  
 GROSS 1165 Owners Mr. Shaw, Savill & Albion Co. (Limited) Port belonging to Southampton  
 UNDER DK. 978 Owners' Address (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat or in Dry Dock Both Name of Dock Green's Graving Dock Destined Voyage Wellington N.Z.  
 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.)

Last Survey, No. 4864 Port London  
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard 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.)  
 Classified London No. 3-6-81  
London No. 1-86  
 in Summer — ft. — ins.  
 in Winter 3 ft. 10 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR a portion of the Special Survey (3<sup>rd</sup>) No. 3 (not final)  
This vessel was surveyed whilst dry, on blocks, in Mr. Green's  
and Co's Graving Dock, Blackwall, and subsequently whilst afloat  
in the East End Dock.

In addition to the requirements of the Rules with regard to the above named Special Survey, the whole of the lower hatches of ceiling in the flat of Bottom was lifted for the examination of the floors, framing and cement, all of which were found in sound condition. The floors, covered framed &c. from bulk to bulk were thoroughly scraped & cemented and the ceiling which was found sound was replaced as before.

The sides of hold, Green St., Stringers, Beams &c. were examined and found in sound condition, but require to be scraped & painted. The Fore Peak, also the chain locker were cleared out and re-cased, the chain cables: two paths of 1<sup>13</sup>/<sub>16</sub> were ranged and found in good order.

| PRESENT CONDITION OF THE     | Good | Plank (Bottom) & Counter          | Good | Ceiling                            | Good | Boats                      | Good           |
|------------------------------|------|-----------------------------------|------|------------------------------------|------|----------------------------|----------------|
| Decks                        | Good | Plank (Bottom) & Counter          | Good | Ceiling                            | Good | Boats                      | Good           |
| Waterways                    | Good | Plank (Bottom) & Counter          | Good | Rudder                             | Good | Masts, Yards, &c.          | Good           |
| Comings                      | Good | Breasthooks & Stanchions          | Good | Windlass & Capstan                 | Good | Condition, how ascertained | Alight         |
| Up'r Dk. Beams & Fastenings  | Good | Transoms, Portals, & Crutches     | Good | Pumps                              | Good | Sails                      | Good           |
| Low'r Dk. Beams & Fastenings | Good | Finishes of Frame at the openings | Good | Cement (if Iron Ship)              | Good | Anchors No. of             | 3 B. 18 & 5 K. |
| Plank sheers                 | Good | Diets ditto at other places       | Good | Caulking of Bot'm, D'k, & Watrways | Good | Cables                     | Complete       |
| Sheerstrakes                 | Good | Keelsons                          | Good | Copper on M.                       | Good | Hawsers & Warps            | Good           |
| Topsides                     | Good | Clamps & Shelves                  | Good | Scuppers                           | Good | Standing & Running Rigging | Good           |
| Wales                        | Good |                                   | Good | Cargo & Main Hatchways             | Good | Hatches                    | Good           |
| Engine Room Skylights        | Good |                                   | Good |                                    | Good |                            |                |

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now in  
good and efficient condition; the whole of the requirements of the Rules, with the  
exception referred to on the other side have been fully complied with and I would  
respectfully submit that she is eligible to remain as classed, the notation of "S.S."  
Lon. No. 3-89 in the Register Book being deferred until the completion of the present Survey.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : :  
 Office Fee (if chargeable) per Scale II., Sec. 27. £ : :  
 Survey Fee (per Section 28) £ 4 : 4  
 Special on Damage Fee (if any) (per Sec. 28) £ : :  
 \*Certificate (if required) to be sent as per margin £ : 5 :  
 Travelling Expenses (if chargeable) £ : :  
 Second Surveyor's Fee (if any) £ : 10 :  
 Fees applied for, £ 30 : 5 : 1889  
 Received by me, Henri Wilkinson  
Surveyor to Lloyd's Register of British & Foreign Shipping.

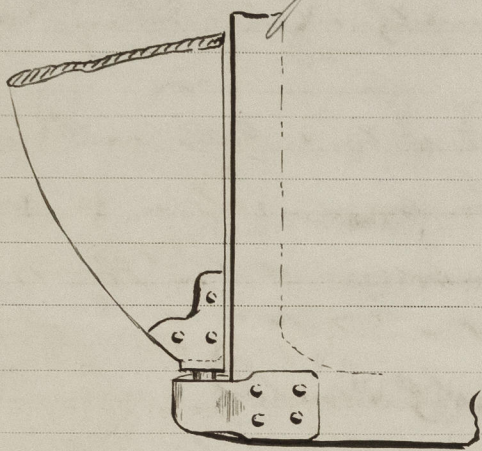
Committee's Minute FRIDAY, 31 MAY 1889  
 Character assigned None  
 Robert Edmund Taylor & Son, Commercial Steam Printers, 19, Old Street, Goswell Road, London.  
 LON686-0134



49528. Jan.

the Mast, Spars and Rigging were examined and the broken Standing Rigging, including the broken Stay which were found defective have since been renewed. The remainder of outfit, Pumps, Decks, Windlass, Steering gear &c. were overhauled, repaired, and renewed as required and the vessel throughout, with the exception of the scraping and painting of Lower Hold which it is intended to do abroad, was put in a good and efficient condition.

Externally, the vessel was found in first class order and <sup>was</sup> scraped and re-coated. The Cuddles were lifted for the examination of the joints, the lower one of which was renewed, and at the bottom gudgeon was found considerably worn on one side an iron strap was fitted to it as shown below and the new joint was made to line with the others.



Henri Wilkinson,

28.5.89

To complete the S.P. No. 2, the sides of Lower Hold require to be scraped and painted.

H.W.