

# REPORT of SURVEY for REPAIRS, &c.

No. *49742* Date of Writing Report *August 1<sup>st</sup> 1889* Port of *London*  
 No. in Reg. Book. *76* Survey held at *London* Date, First Survey *June 25<sup>th</sup>* Last Survey *July 29<sup>th</sup> 1889*  
 on the *Iron Sailing Bk. "GANYMEDE"* (No. of Visits *"*) Master *Jas. Allison 88-88*  
 YEAR. MONTH.

TONNAGE:—  
 NET *569* Built at *Burderland* By whom *W. Doxford* When *1868*  
 GROSS *586* Owners *M<sup>r</sup> A. White* Port belonging to *Littleton N. & Co.*  
 UNDER DK. *573* Owner's Address *(if not already recorded in Appendix to Register Book.)*  
 If Surveyed Afloat or in Dry Dock *Both* Name of Dock *Globe Dry Dock* Destined Voyage *New Zealand*  
 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. *48495* Port *don*  
 (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 *mm* ft. *mm* 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 *mm* ft. *mm* ins.  
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *the Special Survey (3<sup>d</sup>) No. 2.*

In addition to the requirements of the Rules in reference to the same, all the loose hatches of ceiling in the flat of the Bottom were removed for the examination of the cement, floors & framing all of which were found in sound condition. The floors, framed, covered framed and keelsons from bilge to bilge have been scraped & cement-washed and the ceiling, a portion of which had to be renewed, was replaced as before.

The Sides of Hold, Green Decks, Fore Peak and Lazarette were examined: In Fore Peak, a broken covered frame was cut out & in part renewed and a painting beam, the rivetting in the arm of which was found started, well fitted with new beam arm and re-riveted as required; the Sluice Valve on C. B. H. was repaired & put in proper working order and the Peak was sealed & re-coated.

The decks were braced; 8 planks on Starboard and 7 planks

PRESENT CONDITION OF THE	Good	Fair	Good	Good	Good	Good
Decks	✓		Plank (Bottom) & Counter	✓	Ceiling	✓
Waterways	✓		Trenches Rivets	✓	Rudder	✓
Comings	✓		Breasthooks and Stems	✓	Windlass & Capstan	✓
Up'r Dk. Beams & Fastenings	✓		Transoms, Porters, & Crutches	✓	Pumps	✓
Low'r Dk. Beams & Fastenings	✓		Timbers of Frame at the opening	✓	Cement (if Iron Ship)	✓
Planksheers	✓		ditto at other places	✓	Caulking of Bot'm, D'k, & Watrways	✓
Sheerstrakes	✓		Keelsons	✓	Copper, or V.M.	✓
Topsides	✓		Clamps & Shelves	✓	Wireropes	✓
Wales	✓				Scuppers	✓
Engine Room Skylights	✓				Cargo & Main Hatchways	✓
Coal Bunkers, Apertures, Hatches, &c.	✓				Hatches	✓

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now in good and efficient condition and the whole of the requirements of the Rules for the Special Survey (3<sup>d</sup>) No. 2 having been fully complied with, we would respectfully submit that she is eligible to remain as classed and to have the notation: \*A 1 7-89 recorded in the Register Book.*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£			
Office Fee (if chargeable) per Scale II., Sec. 27...	£			
Survey Fee (per Section 28)	£	4	10	
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	6

Committee's Minute  
 Character assigned *\*A 1 7-89*  
 TUES 6 AUGUST 1889  
 HULL CERTIFICATE WRITTEN.  
 Surveyor to Lloyd's Register of British & Foreign Shipping.  
 LLOYD'S REGISTER FOUNDATION  
 LON 686-0459

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port side were taken out and replaced by new. The trimmings  
was stripped, thoroughly overhauled & repaired; the chain cables were  
ranged and found in good order & complete, viz: 370 faths of  $1\frac{1}{2}$ .

The Anchors, Sails, Ropes &c. also the pumps were examined & found  
in efficient condition. The Malt, Spars, Standing and Running  
Rigging were examined afloat: A new Mizzen Lower Malt was supplied  
and fitted in lieu of the one found defective and the Spars,  
Rigging, eye-bolts &c. were otherwise overhauled & repaired as required.

Externally, the vessel was found in good and sound  
condition and was cleaned & re-coated.

The Rudder was lifted and the Rudder pinthes re-bushed;  
the Steering gear was also overhauled, and the vessel, in every  
respect, was put in a thoroughly good & efficient condition.

Henri Wilkinson

1.8.89

G. Stanbury