

REPORT of SURVEY for REPAIRS, &c.

No. *49787* Date of Writing Report *August 13th 1889* Port of *London* Received in London Office *THURS 15 AUGUST 1889*
 No. in Reg. Book. *62* Survey held at *London* Date, First Survey *May 12th 1889* Last Survey *Aug. 12th 1889*
 on the *Iron Sailing Ship: "RANGITIKI"* Master *Samuelson*

TONNAGE *1098* Built at *Hull* By whom *Samuelson* When *1863 - 7*
 NET *1098* Owners *The New Zealand S. Co.* Port belonging to *London*
 GROSS *1098* Owner's Address *(if not already recorded in Appendix to Register Book.)*
 UNDER DECK *1098*

If Surveyed Afloat or in Dry Dock *Both* Name of Dock *West End Dry Dock* Destined Voyage *(blank)*
 Length of Poop *✓* ft.: of Forecastle *✓* ft.: of Raised Or. Deck *✓* ft.: Moulded Depth *✓* ft. *4.88* ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *48431* Port *London* *Classed S.S. Lon. No. 3 - 8.76*
S.S. Lon. No. 2 - 86 Character in Register Book. **AI*
 (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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *the Special Survey (2^d) No. 3.*
This vessel was placed in Dry Dock and prepared for this Survey by the removal of all close ceiling in the Hold.
The iron Surfaces thus exposed, the frame work, rivetting &c, were all found to be in good condition and the cement in the plating of the Bottom was also good and satisfactorily adhering to the iron. From these iron Surfaces all scale & rust have been beaten or chipped off and the vessel thoroughly cleared and cleaned.
Portions of the lining under the Poop and all the lining under the Forecastle were taken down and the iron Surfaces scaled and cleaned. Around the Stern, under the Poop, where considerable corrosion had taken place, the whole of the lining was taken down and several of the Stern frames were rivetted.

The Deck was bored and found well up to the required size except a few planks amidships in way of the main hatch and alongside the Deck House which were worn somewhat thin and have

PRESENT CONDITION OF THE	Planks (Bottom) & Counter	Ceiling	Boats
Decks <i>Good</i>	<i>Planks Rivets</i>	<i>Rudder</i>	<i>Masts, Yards, &c.</i>
Waterways <i>---</i>	<i>Breasthooks and Stanchions</i>	<i>Windlass & Capstan</i>	<i>Condition, how ascertained</i>
Comings <i>---</i>	<i>Transoms, Bolsters & Crutches</i>	<i>Pumps</i>	<i>Sails</i>
Up'r Dk. Beams & Fastenings <i>---</i>	<i>Timber of Frame at the opening</i>	<i>Cement (if Iron Ship)</i>	<i>Anchors No. of <i>3 B; 18; 2 H.</i></i>
Low'r Dk. Beams & Fastenings <i>---</i>	<i>ditto at other places</i>	<i>Caulking of Bot'm, D'k, & Watrways</i>	<i>Cables</i>
Planksheers <i>---</i>	<i>Keelsons</i>	<i>Copper rivets</i>	<i>Hawseers & Warps</i>
Sheerstrakes <i>---</i>	<i>Clamps & Shelves</i>	<i>When put on</i>	<i>Standing & Running Rigging</i>
Topsides <i>Plating</i>			<i>Hatches</i>
Wales <i>---</i>			
Engine Room Skylights <i>---</i>			
Coal Bunker Openings, &c. <i>---</i>			
Scuppers <i>Good</i>			
Cargo & Main Hatchways <i>Good</i>			

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now in good and efficient condition and, the whole of the Committee's requirements for the Special Survey No. 3 having been fully complied with, we would respectfully submit that she is eligible to remain as classed & to have the notation: "S.S. Lon. No. 3 - 8.89 - *AI-8.89" recorded in the Register Book.*

Entry Fee (if chargeable) per Scale I., Sec. 27... £ *4*
 Office Fee (if chargeable) per Scale II., Sec. 27... £ *8*
 Survey Fee (per Section 28) £ *19/8*
 Special on Damage, Fee (if any) (per Sec. 28).... £ *23/7*
 *Certificate (if required) to be sent as per margin
 Travelling Expenses (if chargeable) £ *10/6*
 Second Surveyor's Fee (if any) £ *---*
 Committee's Minute *TUES 20 AUGUST 1889*
 Character assigned **AI as Lon No 3 - 8, 89*

Henry Wilkinson
Surveyor to Lloyd's Register of British & Foreign Shipping.

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Since been removed. The Deck was re-caulked.

The Masts, Shars, Riggers and Equipment have been examined, the cables being changed and found complete and good. In way of the Knuckle-heads, the Bowspit was found to be somewhat weakened on the upper side and had since been fitted with a long doubling plate to efficiently compensate for this. One new Boat was supplied.

The Shell plating which had been drilled in three Sections: Forward, Amidships & Aft both in the inside and the outside Strakes, was found in first class order, no appreciable reduction being noticeable from the original thicknesses which varied between $\frac{14}{16}$ " in the Garboards to $\frac{12}{16}$ " and $\frac{11}{16}$ " in the Sheerstrakes and Sides.

New ceiling of Pitch pine had been laid throughout and the vessel had been cleaned and painted inside & out.

Henri Wilkinson
Capt. R. M. Cooper