

REPORT of SURVEY for REPAIRS, &c.

No. *49943* Date of Writing Report *October 18th 1889* Port of *London* Received in London Office, *MON 21 OCT 1889*
 No. in Survey held at *London* Date, First Survey *Oct. 14th* Last Survey *Oct. 17th 1889*
 Reg. Book. *242* on the *Steel Screw Steamer: "WILCANNIA"* (No. of Visits *5*) Master *H. E. Thomas*

TONNAGE:— Built at *Newcastle* By whom *Wigham Richardson* When *1888* - *7*
 NET *1750* Owners *M. W. Lund* Port belonging to *London*
 GROSS *2718* Owners' Address *(if not already recorded in Appendix to Register Book.)*
 UNDER DK. *3572* If Surveyed Afloat or in Dry Dock *Both* Name of Dock *West Ind. Dry Dock* Destined Voyage *(if these particulars are not yet recorded in the Register Book.)*
 Length of Poop *ft. 10* of Forecastle *ft. 10* of Raised Qr. Deck *ft. 10* Moulded Depth *ft. 10* ins. *4.89*
 Years assigned, if a Wood Ship. Character in Register Book.

Last Survey, No. *49472* Port *Port* Classed *L.M.C. 7-88* 100 A I
 (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) in Summer *5* ft. *8 1/2* ins. in Winter *6* ft. *0 1/2* ins. as painted on Ship

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Condition*
Righted Bottom which was found in good and sound condition, cleaned and subsequently re-coated.

PRESENT CONDITION OF THE	Plank (Bottom) & Counter	Ceiling	Boats
Decks <i>Good</i>	<i>Plank</i>	<i>Good</i>	<i>Good</i>
Waterways <i>Good</i>	<i>Rivets</i>	<i>Good</i>	<i>Good</i>
Comings <i>Good</i>	<i>Breasthooks & Stemson</i>	<i>Good</i>	<i>Good</i>
Up'r Dk. Beams & Fastenings <i>Good</i>	<i>Transoms, Pointers, & Crutches</i>	<i>Good</i>	<i>Good</i>
Low'r Dk. Beams & Fastenings <i>Good</i>	<i>Timbers of Frame at the openings</i>	<i>Good</i>	<i>Good</i>
Planksheers <i>Good</i>	<i>Ditto ditto at other places</i>	<i>Good</i>	<i>Good</i>
Sheerstrakes <i>Good</i>	<i>Keelsons</i>	<i>Good</i>	<i>Good</i>
Topsides <i>Good</i>	<i>Clamps & Shelves</i>	<i>Good</i>	<i>Good</i>
Wales <i>Good</i>	<i>Coal Bunker, Openings, Lids, &c.</i>	<i>Good</i>	<i>Good</i>
Engine Room Skylights <i>Good</i>	<i>Scuppers</i>	<i>Good</i>	<i>Good</i>
	<i>Cargo & Main Hatchways</i>	<i>Good</i>	<i>Good</i>
	<i>Hatches</i>	<i>Good</i>	<i>Good</i>

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now, as far as can be seen, in good and efficient condition, and I would respectfully submit that she is eligible to remain as classed and to have the notation: "100 A I 10-89" recorded in the Register Book.*

Fees applied for,	Received by me,
Entry Fee (if chargeable) per Scale I., Sec. 27...	<i>18</i>
Office Fee (if chargeable) per Scale II., Sec. 27...	<i>18</i>
Survey Fee (per Section 28)	<i>18</i>
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)	

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

Committee's Minute *TUES 22 OCT 1889*
 Character assigned *100 A I*