

REPORT of SURVEY for REPAIRS, &c.

No. *48842* Date of Writing Report *October 18th 1889* Port of *London* Received in London Office, *MON 21 OCT 1889*
 No. in Reg. Book. *1130* Survey held at *London* Date, First Survey *July 6th* Last Survey *Oct. 14th 1889*
 on the *Iron Sailing Ship TARENAKI* (No. of Visits *25*) Master *H. Gordon*

TONNAGE:— NET *1130* Built at *Port Glasgow* By whom *C. Duncan & Co.* When *1877* - *1889*
 GROSS *1199* Owners *W. J. Leslie* Port belonging to *Glasgow*

UNDER DK. *1042* Owners' Address *if not already recorded in Appendix to Register Book.*
 If Surveyed Afloat or in Dry Dock *Both* Name of Dock *Green's Dry Dock* Destined Voyage *Osaka*
 Length of Poop *—* ft.: of Forecastle *—* ft.: of Raised Qr. Deck *—* ft.: Moulded Depth *—* ft. *—* ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *48842* Port *London* Classified *S.S. Lon. No. 3-85*
 (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 *—* ft. *—* ins. in Winter *—* ft. *—* ins.
 as painted on Ship

REPAIRS, OR EXAMINATION AS PER RULE, FOR *the Special Survey No. 3.*

This vessel was surveyed whilst lying afloat in the East India Dock and, subsequently, whilst dry, on blocks, in Mr Green & Co's Graving Dock, Blackwall.
The whole of the ceiling in Holds, Decks and chain Lockers was removed, the Bilges cleared and all oxidation both in the inner and on the outer surfaces removed by beating and chipping. The Sides of Holds, Linen Decks, Fore and after Decks, also chain Lockers were then examined; about 40 Rivets, (viz: 20 on each Side) in upper deck beam wood found started were cut out and renewed; and some cement, both in the flat of the bottom and at the extreme ends, which was found worn or otherwise defective, was also cut out and replaced by new.
The Scantling throughout were found good and it was considered unnecessary to drill the shell plating which showed no sign of depreciation from the original thickness. The vessel was re-coated

PRESENT CONDITION OF THE	Plating (Bottom) & Counter	Ceiling	Boats
Decks <i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Waterways <i>—</i>	<i>Trussing or Rivets</i> <i>—</i>	<i>Rudder</i> <i>—</i>	<i>Masts, Yards, &c.</i> <i>—</i>
Comings <i>—</i>	<i>Breasthooks & Stanchions</i> <i>—</i>	<i>Windlass & Capstan</i> <i>—</i>	<i>Condition, how ascertained</i> <i>alright</i>
Up'r Dk. Beams & Fastenings <i>—</i>	<i>Transoms, Porters, & Crutches</i> <i>—</i>	<i>Pumps</i> <i>—</i>	<i>Sails</i> <i>Good</i>
Low'r Dk. Beams & Fastenings <i>—</i>	<i>Timbers of Frame at the openings</i> <i>—</i>	<i>Cement (if Iron Ship)</i> <i>—</i>	<i>Anchors No. of</i> <i>3 B.; 1 P.; 2 K.</i>
Planksheers <i>—</i>	<i>ditto at other places</i> <i>—</i>	<i>Caulking of Bot'm, D'k, & Wat'rways</i> <i>—</i>	<i>Cables</i> <i>Complete & Good</i>
Sheerstrakes <i>—</i>	<i>Keelsons</i> <i>—</i>	<i>Oppose on K.M.</i> <i>—</i>	<i>Hawsers & Warps</i> <i>—</i>
Topsides <i>Plating</i> <i>—</i>	<i>Clamps & Shelves</i> <i>—</i>	<i>Wreath on K.M.</i> <i>—</i>	<i>Standing & Running Rigging</i> <i>—</i>
Wales <i>—</i>	<i>—</i>	<i>—</i>	<i>Hatches</i> <i>—</i>
Engine Room, St. Light <i>—</i>	<i>Coal Ducts, Openings, Lids, &c.</i> <i>—</i>	<i>Scuppers</i> <i>Good</i>	<i>Cargo & Main Hatchways</i> <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 requirements of the Rules for the Special Survey No. 3 having been duly complied with, we would respectfully submit that she is eligible to remain as classed and to have the notation: "S.S. Lon. No. 3-10.89 - 100 A1 10.89" recorded in the Register Book.*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 4 : 0 : —	Fees applied for,	<i>Henri Wilkinson</i>
Office Fee (if chargeable) per Scale II., Sec. 27...	£ — : — : —	<i>23 10 1889</i>	<i>G. Stanbury</i>
Survey Fee (per Section 28)	£ 7 : 0 : —	Received by me,	<i>Surveyor to Lloyd's Register of British & Foreign Shipping.</i>
Special on Damage, Fee (if any) (per Sec. 28)	£ — : — : —	<i>3/12 1889</i>	
*Certificate (if required) to be sent as per margin	£ — : — : —	<i>a J P</i>	
Travelling Expenses (if chargeable)	£ — : — : —		
Second Surveyor's Fee (if any)	£ — : 10 : 6		

Committee's Minute *FRIDAY 25 OCT 1889*
 Character assigned *100A1*
SS No 3-10/89

both inside and out and the floors, reversed framed and bilges having been cement-washed as required, almost entirely new ceiling was put down in lieu of the original ceiling condemned.

The decks, masts, spars, standing and running rigging were examined: Twitten deck planks were taken out and replaced by new; others were repaired and the upper deck was recaulked - mast wedges were removed as required by Rule; a new main topmast, new main topgallant mast and a new main upper topsail yard were supplied & fitted in lieu of those found defective, and the rigging, stay, bowsprit and bobstay bolts were overhauled & repaired as required.

The Rudder was lifted and the joints re-bushed; the steering gear, windlass, pumps, sluice &c. were thoroughly overhauled; the chain cables: 370 faths. of $1\frac{3}{4}$ ", also the Anchors and general outfit were laid out for examination and were found complete and in good order and a new 11" rope was supplied in lieu of the one found chafed.

Listings were removed in the way of the Colonn & Berths aft to ascertain the actual condition of the framing and plating at that part and the vessel which was otherwise thoroughly overhauled was, throughout, put in a good & efficient working condition.

Henri Wilkerson

19.10.89

G. Stanbury