

REPORT of SURVEY for REPAIRS, &c.

No. *50182* Date of Writing Report *January 8th 1890* Port of *London* Received in London Office, *THURS 9 JAN 1890*
 No. in Reg. Book. *986* Survey held at *London* Date, First Survey *Jan 3^d* Last Survey *Jan 7th 1890*
 on the *Steel Screw Steamer MURRUMBIDGEE* (No. of Vessel) Master *Pittington*

TONNAGE:— NET *1836* GROSS *3836* UNDER DK. *2094*
 Built at *Sunderland* By whom *J. L. Thompson & Sons* When *1887*
 Owners *Mr. W. Lund* Port belonging to *London*

Owner's Address *(if not already recorded in Appendix to Register Book.)*
 If Surveyed Afloat or in Dry Dock *Both* Name of Dock *West Ind. Dry Dock* Destined Voyage *(blank)*

Length of Poop *ft. 11* of Forecastle *ft. 11* of Raised Qr. Deck *ft. 11* Moulded Depth *ft. 11* ins. *11*
 (if these particulars are not yet recorded in the Register Book.)

Classed *L.M.C. 10-87* Character in Register Book *100 A1*
 Last Survey, No. *4971* Port *London* Society's Freeboard (if assigned) *as painted on Ship*
 in Summer *5* ft. *11* ins. in Winter *6* ft. *3 1/2* ins.

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

PRESENT CONDITION OF THE	Plank (Bottom) & Counter	Ceiling	Boats
Decks <i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Waterways <i>Good</i>	Trussing or Rivets <i>Good</i>	Rudder <i>Good</i>	Masts, Yards, &c. <i>Good</i>
Gomings <i>Good</i>	Breasthooks and Stemson <i>Good</i>	Windlass & Capstan <i>Good</i>	Condition, how ascertained <i>from Deck</i>
Up'r Dk. Beams & Fastenings <i>Good</i>	Transoms, Pointers, & Crutches <i>Good</i>	Pumps <i>Good</i>	Sails <i>Good</i>
Low'r Dk. Beams & Fastenings <i>Good</i>	Timbers of Frame at the opening <i>Good</i>	Cement (if Iron Ship) <i>not seen</i>	Anchors No. of <i>3 B.; 1 S. & 3 K.</i>
Plank sheers <i>Good</i>	Ditto ditto at other places <i>Good</i>	Caulking of Bot'm, D'k, & Wat'rways <i>Good</i>	Cables <i>Reported complete</i>
Sheerstrakes <i>Plating</i>	Keelsons <i>Good</i>	Copper on V.M. <i>Good</i>	Hawsers & Warps <i>Good</i>
Topsides <i>Good</i>	Clamps & Shelves <i>Good</i>	When put on <i>Good</i>	Standing & Running Rigging <i>Good</i>
Wales <i>Good</i>	Coal Bunker, Openings, Lids, &c. <i>Good</i>	Scuppers <i>Good</i>	Cargo & Main Hatchways <i>Good</i>
Engine Room Skylights <i>Good</i>			Hatches <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 A1 1-90" recorded in the Register Book.*

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

Committee's Minute *TUES 14 JAN 1890*
 Character assigned *100 A1*
 Surveyor to Lloyd's Register of British & Foreign Shipping. *Henri Wilkinson*