

# REPORT of SURVEY for REPAIRS, &c.

TUES 18 FEB 1890

No. *5* Date of Writing Report *February 15<sup>th</sup> 1890* Port of *London*  
 No. in Reg. Book. *1* Survey held at *London* Date, First Survey *Jan 28<sup>th</sup>* Last Survey *Feb 13<sup>th</sup> 1890*  
 on the *Steel Screw Steamer* "NAIRNSHIRE" Master *P. Wallace*

TONNAGE:—  
 NET *2428*  
 GROSS *3720*  
 UNDER DECK *3076*  
 Built at *Newcastle* By whom *L. & W. Hawthorn Leslie & Co.* When *1889-8*  
 Owners *The Elderslie S.S. Co. (Limited)* Port belonging to *Glasgow*  
 Owner's Address *(if not already recorded in Appendix to Register Book.)*

If Surveyed Afloat or in Dry Dock *Both* Name of Dock *St. wall Point Dry* Destined Voyage *Melbourne*.  
 Length of Poop *11* ft. of Forecastle *11* ft. of Raised Or. Deck *11* ft. Moulded Depth *11* ft. ins.  
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *73/64* Port *River* Classed *L.M.C. 8-89* Character in Register Book *100 A1*  
 (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) as painted on Ship } in Summer *ft. ins.*  
 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. } in Winter *ft. ins.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *for the purpose of replacing a Bower Anchor and some chain cables reported to have been lost (See Dunedin Report dated Nov. 30<sup>th</sup> 1889 and numbered 111)*

*Now supplied: one Starbd. Bower (Martin's ft.) 45-1.15 ex. Stock certificate no. 1613 dated 20.8.74, tested at L.P.H. Low Walker and signed by Robt. Burrell, Sup<sup>t</sup>*

*Also: 150 fath. of 3 1/16 inch chain cable, certificate no. 8344 dated Feb. 3<sup>rd</sup> 1890. Tested by the River near Commissioners Machine & signed by J. Hartness, Sup<sup>t</sup>.*

*All of which were found in accordance with the Rules and with the remainder of the outfit, the remaining anchors, also the ft. cable (150 fath. of 3 1/16) being ranged for examination.*

*In addition to the above, the vessel was placed in Dry Dock; the Bottom was cleaned and re-painted; the Butts of the bulwark plates, on each side, at the front of the midship bridge, which showed signs of working*

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>	Transoms or Rivets <i>Good</i>	Rudder <i>Good</i>	Masts, Yards, &c. <i>Good</i>
Coatings <i>Good</i>	Breasthooks and Stems <i>Good</i>	Windlass & Capstan <i>Good</i>	Condition, how ascertained <i>from H.</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. 2 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>Complete &amp; good</i>
Sheerstrakes <i>Good</i>	Keelsons <i>Good</i>	Deposits of Oil <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>			
Engine Room Skylights <i>Good</i>	Coal Bunker, Openings, Lids, &c. <i>Good</i>	Scuppers <i>Good</i>	Cargo & Main Hatchways <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, the mill's Anchor & cables having been replaced by others as per Rules, we would respectfully submit that she is capable to remain as classed and to have the notation: "100 A1 2-90" 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 25) .....	£		
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) .....	£		

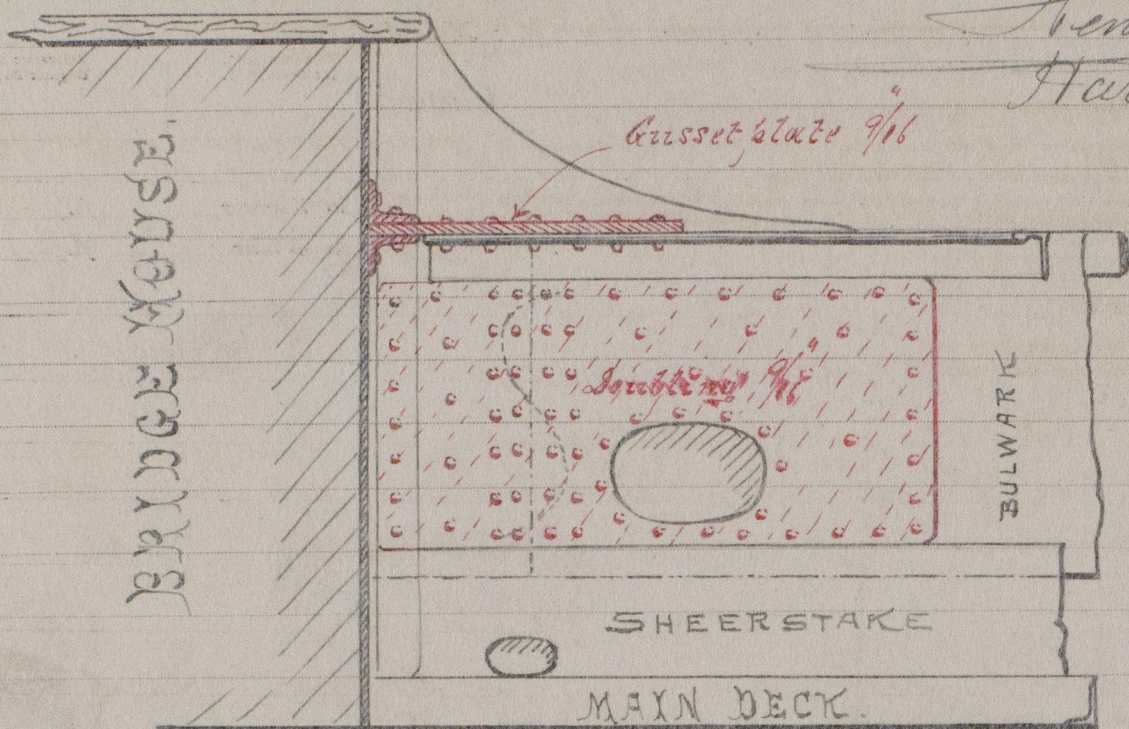
Committee's Minute *FRIDAY 21 FEB 1890*  
 Character assigned *100 A1*



50308. Jan.

were disconnected and a doubler plate about 4'6" long by  $\frac{9}{16}$ " thick was fitted at that point and joggled over the BH vertical bar at side, a substantial knee plate of the same thickness was also fitted horizontally over the iron main rail and connected by a double bar to the iron B.H. at Bridge point, as shown on sketch below.

Henri Wilkenson,  
Harry W. Wilkenson 15.2.90



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