

REPORT of SURVEY for REPAIRS, &c.

No. 361 Date of Writing Report January 30th 1890 Port of London
 No. in Reg. Book. 361 Survey held at London Date, First Survey Jan'y 21st Last Survey Jan'y 30th 1890
 on the Iron Sailing Shk: "CATALINA" Master S. Schutte

TONNAGE:— NET 484 GROSS 511 UNDER DK. 483
 Built at Sunderland By whom W. Doseford When 1868 - 11
 Owners M^r F. Hilken Port belonging to Vegesack
 Owner's Address Vegesack, Bremen
 (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Turners Destined Voyage Poland
 Length of Poop 10 ft.: of Forecastle 10 ft.: of Raised Or. Deck 10 ft.: Moulded Depth 10 ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 384 Port Sydney Classified S.S. Cl. h. 3-4.83 (Sounded) 9-5-89
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard 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 Summer 10 ft. 10 ins. in Winter 10 ft. 10 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR. Restoration of Character.
This vessel was originally classed: *A1, but owing to the
Upper Deck being found in a defective condition (See Sydney
Rept. h. 384³ dated Febr. 23^d 1889) her character was, for
the time, Suspended.

On her arrival at this Port, she was placed in Dry Dock
for examination and repairs: The whole of the defective
Deck planks to the extent of about 2100 feet (lin.) were cut out
and replaced by yellow pine 6" x 3 1/2" as per Rule requirements,
a portion of the midship deck House and of the deck fittings being
lifted and required to lay the same to original butts. The upper
Deck was re-caulked throughout.

The vessel inside, including Fore Deck was examined,
found in good order with the exception of several Hold Pillars which
were taken out, straightened & replaced, and was cleaned &
painted from Stem to Stern.

PRESENT CONDITION OF THE	Good	Plank (Bottom) & Counter	Good	Ceiling (where expd.)	Good	Boats	Good
Decks	Good	Plank Rivets	Good	Rudder	Good	Masts, Yards, &c.	Good
Waterways	Good	Breasthooks and Stemson	Good	Windlass & Capstan	Good	Condition, how ascertained	Good
Comings	Good	Transoms, Bolsters, & Crutches	Good	Pumps	Good	Sails	Good
Up'r Dk. Beams & Fastenings	Good	Timber of Frame at the opening	Good	Cement (if Iron Ship) (where expd.)	Good	Anchors No. of	3 B.; 1 S. & 2 K.
Low'r Dk. Beams & Fastenings	Good	Butts ditto at other places	Good	Caulking of Bot'm, D'k, & Wat'rways	Good	Cables	Reported Complete
Plank sheers	Good	Keelsons	Good	Copper rivets	Good	Hawser & Warps	Good
Sheerstrakes	Good	Clamps & Shells	Good	Scuppers	Good	Standing & Running Rigging	Good
Topsides	Good		Good	Cargo & Main Hatchways	Good	Hatches	Good
Wales	Good		Good		Good		Good
Engine Room Sky Lights	Good		Good		Good		Good

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now, as
far as can be seen, in good and efficient condition, and, all
necessary repairs having been duly executed, we would respectfully submit
that she is eligible to be re-instated into her original character and
to have the notation: *A1-1-90 recorded in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 5	
Office Fee (if chargeable) per Scale II., Sec. 27...	£ 5	
Survey Fee (per Section 28)	£ 5	
Special on Damage Fee (if any) (per Sec. 28)....	£ 5	
*Certificate (if required) to be sent as per margin	£ 5	
Travelling Expenses (if chargeable)	£ 5	
Second Surveyor's Fee (if any)	£ 5	

Fees applied for, 18
 Received by me, 3/1 1890
Henry Wilkinsons
G. Stanbury
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute TUES 4 FEB 1890
 Character assigned *A1

The vessel was found in good and sound condition; two strakes of shell, on each side, in the way of the light-water line were sealed as required; the Rudders were lifted for the better examination of the joints the lower one of which was renewed, and the Bottom was cleaned & re-coated.

The Windlass, Pumps, steering Gear, Boats & general outfit were also overhauled and made good and the vessel was, throughout, put in good & efficient condition.

Henri Wilkenson 30.1.90

G. Stanbury

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