

REPORT of SURVEY for REPAIRS, &c.

No. *174* Date of Writing Report *25th April* 18*90* Port of *London* Received in London Office, *CAT 26 APRIL 1890*
 No. in Reg. Book. *174* Survey held at *London* Date, First Survey *21st April* Last Survey *23rd April 1890*
 on the *Iron Ship. ORARI.* Master *Miller*

TONNAGE:—
 NET *1011*
 GROSS *1051*
 UNDER DK. *88.5*
 Built at *Newcastle* By whom *Palmer & Co.* When *1875*
 Owners *New Zealand Shipping Co.* Port belonging to *London*
 Owner's Address
 (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *West India* Destined Voyage *New Zealand*
 Length of Poop *✓* ft.: of Forecastle *✓* ft.: of Raised Or. Deck *✓* ft.: Moulded Depth *✓* ft. *✓* ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *40488* Port *Lon.* Classed *S.S. Lon No 3.788* 100A1.
 (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) in Summer *3* ft. *9* 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.) as painted on Ship in Winter *✓* ft. *✓* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Condition*
Sighted Bottom which was found in good condition, and was cleaned and repainted. Rudder was lifted and pintles rebushed.

PRESENT CONDITION OF THE

Decks <i>Good</i>	Plank (Bottom) & Counter <i>Good</i>	Ceiling <i>Good where exposed</i>	Boats <i>Good</i>
Waterways <i>—</i>	Tecumatis or Rivets <i>—</i>	Rudder <i>Good</i>	Masts, Yards, &c. <i>—</i>
Comings <i>—</i>	Breasthooks and Stemson <i>—</i>	Windlass & Capstan <i>—</i>	Condition, how ascertained <i>From deck</i>
Up'r Dk. Beams & Fastenings <i>—</i>	Transoms, Pointers, & Crutches <i>—</i>	Pumps <i>—</i>	Sails <i>Good</i>
Low'r Dk. Beams & Fastenings <i>—</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>
Planksheers <i>Plating Good</i>	Ditto ditto at other places <i>seen</i>	Caulking of Bot'm, D'k, & Watrways <i>Good</i>	Cables <i>reported complete</i>
Sheerstrakes <i>—</i>	Keelsons <i>—</i>	Copper, or Y.M. <i>—</i>	Hawsers & Warps <i>Good</i>
Topsides <i>—</i>	Clamps & Shelves <i>—</i>	(State if on Felt.) When put on <i>—</i>	Standing & Running Rigging <i>—</i>
Wales <i>—</i>	Coal Bunker, Openings, Lids, &c. <i>—</i>	Scuppers <i>Good</i>	Cargo & Main Hatchways <i>Good</i>
Engine Room Skylights <i>—</i>			Hatches <i>—</i>

General Observations, Opinion as to Class, Recommendation, &c.:

This ship is now as far as can be seen in good condition, and we would respectfully submit that she is eligible to remain as classed with a fresh date 4.90 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 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)	£	

Fees applied for,

18

Received by me,

18

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

Committee's Minute

Character assigned

TUES 29 APRIL 1890

100A1