

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

TUES 27 MAY 1890

No. 574 Date of Writing Report 23rd May 1890 Port of London
 No. in Reg. Book. 574 Survey held at London Date, First Survey 6th May Last Survey 16th May 1890
 (No. of Visits Three) Master E. A. Fridley - 89

TONNAGE:— Built at Glasgow By whom J. Elder & Co. When 1883
 NET 2655 Owners New Zealand Shipping Co. (Ld.) Port belonging to London
 GROSS 4163 Owners' Address (if not already recorded in Appendix to Register Book.)
 UNDER DEK. 2755
 If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Royal Albert Destined Voyage New Zealand
 Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 49821 Port London S. I. No. 1 Lm. 88.
 Classed Spar Deck 100 A1
+ LMC 6.88 8.89
 (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 Alterations &c.
 This vessel has been examined in the Royal Albert Dry Dock, and afloat in the Royal Albert Dock.

The bottom found in good order has been cleaned and painted. The sides of the vessel outside have been scaled and painted. Outside and inside straps have been fitted on each side of the vessel over fractures in the bulwark plating at the fore end of the bridge. The bridge deck has been recaulked.

The second class Saloon and Cabins 'twelve decks have been removed and the space fitted up for cargo, and a new second class Saloon and Cabins fitted above on the spar deck within the bridge. In this purpose the spar deck beam next before the iron bulkhead at the after end of the space referred to has been cut and fore-and-aft carlings fitted so as to afford an opening 12 feet in width for a companion staircase; the opening in the spar deck under the bridge deck skylight has been decked over, and two half beams fitted across, and gusset plates to the corners of the opening; the doorway in the iron bulkhead at the fore end of the bridge on the port

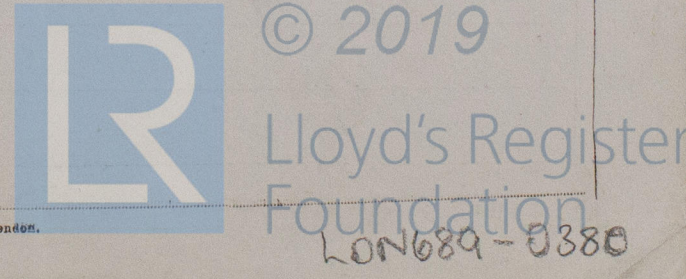
PRESENT CONDITION OF THE		Boats		P. T. O.	
Decks	<u>Good</u>	Plank (Bottom) & Counter	<u>Good</u>	Ceiling	<u>When seen good</u>
Overways	<u>"</u>	Trunnels or Rivets	<u>When seen good</u>	Rudder	<u>Good</u>
Mastings	<u>"</u>	Breasthooks & Stemson	<u>not seen</u>	Windlass & Capstan	<u>"</u>
Up'r Dk. Beams & Fastenings	<u>When seen good</u>	Transoms, Pointers, & Crutches	<u>"</u>	Pumps	<u>"</u>
Low'r Dk. Beams & Fastenings	<u>Good</u>	Timbers of Frame at the openings	<u>When seen good</u>	Cement (if Iron Ship)	<u>not seen</u>
Plank-sheers	<u>Good</u>	Ditto ditto at other places	<u>Good</u>	Caulking of Bottom, D'k, & Watrways	<u>Good</u>
Sheerstrakes	<u>"</u>	Keelsons	<u>"</u>	Copper, or Y.M. (State if on Felt.)	<u>"</u>
Topsides	<u>"</u>	Clamps & Shelves	<u>"</u>	When put on	<u>"</u>
Wales	<u>"</u>				
Engine Room Skylights	<u>Good</u>	Coal Bunker, Openings, Lids, &c.	<u>Good</u>	Scuppers	<u>Good</u>
				Cargo & Main Hatchways	<u>Good</u>
				Hatches	<u>"</u>

General Observations, Opinion as to Class, Recommendation, &c.:
 The vessel, so far as seen, is in a sound and efficient condition, and eligible in my opinion to remain as classed, and I have recommended of survey 5.90.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for,
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28)	£	:	:	18
Special on Damage Fee (if any) (per Sec. 28)	£	:	:	Received by me,
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	18
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute FRI 30 MAY 1890
 Character assigned 100 A1
BS 5/90
Spar Deck

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



side has been plated up; the foremast coaling port on the port side plated up; the fore part of the fore-and-aft iron bulkhead on the port side of the bridge house in line with the engine and boiler casing removed to afford the necessary Cabin accommodation in the new second class Saloon; the two ashwatship iron bulkheads enclosing the storage galley, and the iron bulkhead just abaft the same, which formed a passage way, removed in order to form the new Saloon, and the fore-and-aft iron bulkhead on the starboard side of the bridge house extended aft up to the engine and boiler casing so as to enclose the space for the Saloon, and the opening in the spar deck for the staircase to the Steward's entrance at the after end of the Saloon galley plated up, and a storage galley built over the same.

This Vessel is lighted with the electric light on the continuous current and two-wire system. The conductors are insulated with vulcanized India Rubber coated with braided cotton steeped in Oysterit, and they are laid in wooden casings, the positive and negative leads being separated by a wood tongue $\frac{1}{2}$ inch in width. A "cut-out" is fitted to about every third or fourth light. The quality of the workmanship could not be ascertained.

Chas. H. Jordan