

REPORT of SURVEY for REPAIRS &C.

No. 347 Date of Writing Report 25th July 1890 Port of London
 No. in Reg. Book. Survey held at London Date, First Survey 30th June Last Survey 14th July 1890
 (No. of Visits Eight) Master J. Bone

TONNAGE:—
 NET 2657 Built at Glasgow By whom J. Elder & Co. When 1883
 GROSS 4163 Owners New Zealand Shipping Co. Lim. Port belonging to London
 UNDER DK. 3854 Owners' Address
 (if not already recorded in Appendix to Register Book.)
 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. 100 A1
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 50353 Port London S. L. No. 1 Lim. 87.
 (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. 100 A1
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials } in Winter ft. ins. 3.90
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repairs & alterations.

This Vessel has been examined in the Royal Albert dry dock and afloat in the Royal Albert docks.

The bottom found in good order has been cleaned and painted. The spar deck sheer strakes ^{was} found to be slightly fractured at the upper edge on each side of the vessel just before the midship coaming, or recess, port, and near to a butt of the half round moulding along the top edge of the sheer strakes in each case. The fracture on the starboard side being 5 1/2" before the forward edge of the port and 13 1/4" abaft the butt of the aforesaid moulding, and extending 5" down from the top edge of the sheer strakes; and that on the port side being 7 1/2" before the forward edge of the port and in a direct line with the butt of the moulding, and extending 6 1/4" down from the top edge of the sheer strakes.

The ports have now been plated over to the height of the main rail moulding, with plates 8' 7" in length and 3' 4" in depth and 3/16" in thickness, lapped on to the side plating of the bridge house on each side of the port for a distance of about 2' 5". The wood main rail moulding has been cut back on each side

PRESENT CONDITION OF THE		Boats	
Decks	<u>Good</u>	Boats	<u>7</u>
Waterways	<u>"</u>	Masts, Yards, &c.	<u>Good</u>
Comings	<u>"</u>	Condition, how ascertained	<u>from deck</u>
Up'r Dk. Beams & Fastenings	<u>Where seen</u>	Sails	<u>Good</u>
Low'r Dk. Beams & Fastenings	<u>Seen</u>	Anchors	No. of <u>4 B, 15. 2 K</u>
Plankers	<u>Good</u>	Cables	<u>Stated to be complete</u>
Sheerstrakes	<u>"</u>	Hawseers & Warps	<u>Good</u>
Topides	<u>"</u>	Standing & Running Rigging	<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 now seen, is in good and efficient condition and eligible in my opinion to remain as classed and to have a new survey 7. 90.

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

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

Committee's Minute FRI 1 AUGUST 1890
 Character assigned 100 A1

Chief Surveyor to report as to cause of apparent weakness

50937 Son

of the ports and a portion of wrought iron moulding 11 feet in length substituted and riveted along the top edge of the new plates, an angle iron being also riveted along the edge on the inside. The half round moulding along the top edge of the stow shackle has also been cut back on each side of the ports and new portions about 18 ft. in length with scarfed ends fitted and riveted on each side of the vessel.

A fracture in the bulwark plating at the fore end of the Bridge house on each side of the vessel has now been efficiently repaired with inside and outside straps.

Alterations have been made in the Second Class Saloon and Cabins in a similar manner to those recently made in the S. S. "Ruapehu". The opening in the Spar deck over the original Saloon has been decked over, a grout plate being fitted at each corner, and two half beams across the opening. Two additional beam pillars have been fitted to the Spar deck beams, and six to the bridge deck beams. A Spar deck beam next before the bulkhead at after end of original Saloon has been cut and fore & aft belt corning fitted to form an opening for a staircase. The fore & aft iron bulkhead on the port side of the Spar deck in the fore part of the bridge house has been removed, and the opening to the alley way in the fore bulkhead of the bridge house on the port side plated up. The three iron athwartship bulkheads forming the galley and alley way between it and the staircase, and also the iron athwartship bulkhead on the port side forming the alley way to the foremast coaling port have been removed, and the port plated up. A crew's galley has been built at the after end of the Saloon galley, and the opening in the Spar deck for the servants' staircase under the same plated up.

The vessel is lighted with the Electric Light on the Continuous current and two-wire systems. There are 265 lights, and a switch with a "cut out" is fitted to each light in some instances, and in others there are two or more lights fitted to one switch and "cut out". The conductors are laid in wooden casing, the positive and negative leads being separated by a wood batten from $\frac{1}{2}$ " to 1" in width. The conductors are tinned and are insulated with cotton, rubber, prepared tape, and braided cotton steeped in preservative compound. The character of the workmanship could not be ascertained.

Chas. H. Jordan