

of SURVEY for REPAIRS, &c.

579688

Oct. 4th 1890 Port of London

Received in London Office.

London

Date, First Survey Sept. 3rd Last Survey Oct. 1890

Sailing BK: "LAKEEMBA" ex. Carl Roseberg Master M. Frampton

Built at St. Glasgow By whom Russell & Co.

When 1885

Owners

Port belonging to

Owner's Address

(if not already recorded in Appendix to Register Book.)

Dry Dock Bk

Name of Dock Union Dock

Destined Voyage Melbourne

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.)

Classed

Years assigned, if a Wood Ship.

Character in Register Book.

100 A1

10-89

Last Survey, No. 476 Port London Dub S.S. Lon. W. 1-89

(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) in Summer ft. ins. Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter ft. ins. of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs.

This vessel which is reported to have been aground when going through the 'new cut' in leaving Geelong for Melbourne. April 19th 1890 with a full cargo of wheat, was placed in the above named Dry Dock for external examination.

The Bottom which was found scrubbed and bare of paint in several places was cleaned & re-coated; the Rudder, the bushes of which were found disturbed, was lifted for further examination and found sound.

Some ballast (about 380 tons) was removed; the whole of the lower hatches of ceiling lifted and the Ropes cleared for the examination of the cement and grouting, all of which, however, were found in good order.

Two Shavers, viz: one 11" & one 10" transverse said to have been cut & chafed (as found) at the time of the accident.

PRESENT CONDITION OF THE		tin	Good	Good	Good	Good
Decks	Plank (Bottom) & Counter	Ceiling	Boats			
Waterways	Spunges or Rivets	Rudder	Masts, Yards, &c.			
Comings	Breasthooks and Stanchions	Windlass & Capstan	Condition, how ascertained	Altoft		
Up'r Dk. Beams & Fastenings	Transoms, Ribs, & Crutches	Pumps	Sails	Good		
Low'r Dk. Beams & Fastenings	Members of Frame at the opening	Cement (if Iron Ship)	Anchors	No. of 3 B.; 1 S. & 2 H.		
Plank sheers	ditto at other places	Caulking of Bot'm, D'k, & Wat'rways	Cables	Reported Complete		
Sheerstrakes	Keelsons	Openings (if any)	Hawsers & Warps	Good		
Topsides	Clamps & Shelves	Scuppers	Standing & Running Rigging			
Wales		Cargo & Main Hatchways	Hatches			
Engine Room	Coal Bunker, Grating, &c.					

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now, as far as can be seen, in good and efficient condition and we would respectfully submit that she is eligible to remain as classed and to have the notation: "100 A1 10-90" 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)....	£ 3 - 3
*Certificate (if required) to be sent as per margin	£ - - 5
Travelling Expenses (if chargeable)	£ - - -
Second Surveyor's Fee (if any)	£ - - -

Fees applied for,

9.10.1890

Received by me,

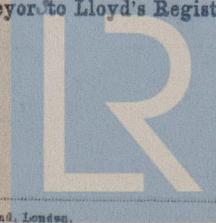
18

Henri Wilkinson

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

Committed's Minute
Character assigned

TUES 7 OCT 1890
100 A1



If a Report is also sent on the Machinery of the Ship or if not together, and when, one will be sent.

* Certificate to be sent to

* Form No. 2 for Repairs - 10000 - 21/5/90 - Transfer Ink - T & S
The Surveyors are requested not to write on or leave the space for Committee's Minute.

Insert Character precisely as in Register Book.

50968 Lon

and in attempting to float the vessel, the
the steering gear was carefully overhauled and
was otherwise put in good & efficient condition.

In addition to the foregoing and except
any damage sustained, the Rudder pintles were
re-bushed and the floors & graming in the flat part
bottom were re-coated with cement-wash.

Henri Wilkinson

24. 10. 90