

REPORT of SURVEY for REPAIRS, &c.

37086*

No. 123 Date of Writing Report Aug. 30th 18 90 Port of London
 No. in Survey held at London Date, First Survey June 26th Last Survey Aug. 23rd 1890
 Reg. Book. on the Iron Tailing Ship: "BAROSSA" Master H. J. Walker
 (No. of Visits 12)

Received in London Office, HURS 4 SEPT 1890

TONNAGE:—
 NET 968 Built at Sunderland By whom W. Pike & Co. When 1873 - 5
 GROSS 1019 Owners M^r L. B. Walker Port belonging to London
 UNDER DK. 885 Owner's Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Both Name of Dock Leiniekin Dry Dock Destined Voyage Alderside
 Length of Poop 11 ft.: of Forecastle 11 ft.: of Raised Or. Deck 11 ft.: Moulded Depth 11 ft. 1 ins.
 (if these particulars are not yet recorded in the Register Book.)
 Classified 100 A 1
 Last Survey, No. 49625 Port Lon S. S. Lon. No. 3. 8. 86 6-89
 (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 4 ft. 1 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 the Special Survey (3rd) No. 1

This vessel was examined whilst afloat in the East India Dock, also whilst lying in, on blocks, in the Leiniekin Graving Dock.

The whole of the loose hatches of ceiling in the flat of the bottom, (considerably in excess of the Rule requirements) were lifted for the examination of the cement and framing at that part all of which were found in good condition, cleaned and re-coated. Ceiling found good was relaid as before. The Sides of Hold, Iron Decks, Fore Peak and chain Lockers were examined and found good; about 40 started rivets in upper H. beam knees were cut out and renewed and the cables, viz: 270 pairs of 1¹³/₁₆ were ranged and found complete and in good order. The decks were bored, examined and found good. The masts, Spars and Riggings were also examined and the mast

PRESENT CONDITION OF THE		Good	Bad	Good	Good	Good	Good
Decks	Plank (Bottom) & Counter	Good	Good	Ceiling	Good	Boats	Good
Waterways	Trees or Rivets	Good	Good	Rudder	Good	Masts, Yards, &c.	Good
Comings	Breasthooks and Stems	Good	Good	Windlass & Capstan	Good	Condition, how ascertained	Allyt.
Up'r Dk. Beams & Fastenings	Transoms, Porters, & Crutches	Good	Good	Pumps	Good	Sails	Good
Low'r Dk. Beams & Fastenings	Members of Frame at the opening	Good	Good	Cement (if Iron Ship)	Good	Anchors No. of	3 B; 1 B; 2 Ks.
Plank sheers	ditto at other places	Good	Good	Caulking of Bot'm, D'k, & Watrways	Good	Cables	Complete & Good
Sheerstrakes	Keelsons	Good	Good	Copper or X-Pl.	Good	Hawsers & Warps	Good
Topsides	Clamps & Shelves	Good	Good	(Strut from Bot'm)	Good	Standing & Running Riggings	Good
Wales		Good	Good	When painted	Good	Hatches	Good
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Good	Good	Scuppers	Good	Cargo & Main Hatchways	Good

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now in good and efficient condition and the whole of the requirements of the Rules for the Special Survey No. 1 (3rd) having been fully complied with, I would respectfully submit that she is eligible to remain as classed & to have the notation S.S. Lon. No. 3. 8. 86 100 A 1 8-90 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)	£ 4 : 0 : —
Special on Damage, Fee (if any) (per Sec. 28)....	£ — : — : —
Certificate (if required) to be sent as per margin	£ — : 5 : —
Travelling Expenses (if chargeable)	£ — : — : —
Second Surveyor's Fee (if any) (Scale 28)....	£ — : 10 : —

Fees applied for, 5/9 1890

Received by me, 16/9 1890

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

Committee's Minute
 Character assigned

FRI 5 SEPT 1890

100 A 1

SS No 1-90

Lloyd's Register Foundation

were removed as per rules. The Mizzen mast, found defective, was replaced by new and the main topmast was fitted with two hardwood graving pieces were found slightly defective; the remainder of the Spars were also overhauled & put in good and efficient condition.

The Windlasses, Steering gear, Rudder, pumps, Sails, Boats, Ropes &c. were also examined and found good.

Externally, the vessel was found in good and sound condition and was cleaned & re-coated and the vessel was otherwise put, in every respect, in a thoroughly good and efficient condition.

Henri Wilkenson