

REPORT of SURVEY for REPAIRS, &c.

510914

No. *143* Date of Writing Report *Aug. 19th* 18 *90* Port of *London*
 No. in Reg. Book. *143* Survey held at *London* Date, First Survey *Aug. 16th* Last Survey *Aug. 18th* 18 *90*
 on the *Steel Screw Steamer*: "**PORT PIRIE**" (No. of Visits) Master *G. Dullin*

TONNAGE:—
 NET *304*
 GROSS *3109*
 UNDER DECK *2857*
 Built at *Newcastle* By whom *Hawthorn, Leslie & Co.* When *1886*
 Owners *The Australasian S. S. Co.* Port belonging to *London*
 Owner's Address
 (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *Both* Name of Dock *W. Ind. Dry Dock* Destined Voyage *Melbourne (via Bristol)*
 Length of Poop *✓* ft.: of Forecastle *✓* ft.: of Raised Qr. Deck *✓* ft.: Moulded Depth *✓* ft. *ins.*
 (if these particulars are not yet recorded in the Register Book.)

Classed *100 A 12-90*
 Last Survey, No. *50336* Port *Lon*
 (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 *A portion of the Special Survey No. 1.*
The vessel was placed in dry dock when the bottom which was found in good and sound condition was cleaned and re-coated. The masts, spars and rigging were examined afloat and found in good order, some slight repairs being executed to the mountings on the foremast. Mast bridges removed as per Rule requirements.

Owing to the vessel being on time charter, the owners, as represented by their Marine Superintendent, Mr Davidson, find it impossible to complete the Survey until the vessel's return to this Port from Melbourne; and, under these circumstances, the undersigned would, in view of the generally good & efficient condition of the vessel as far as can be seen, respectfully submit that the completion of the Survey might be postponed as requested.

PRESENT CONDITION OF THE	<i>tin</i>				
Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>
Waterways	<i>Good</i>	Trunnions or Rivets	<i>Good</i>	Rudder	<i>Good</i>
Comings	<i>Good</i>	Breasthooks and Stemson	<i>Good</i>	Windlass & Capstan	<i>Good</i>
Up'r Dk. Beams & Fastenings	<i>Good</i>	Transoms, Pointers, & Crutches	<i>Good</i>	Pumps	<i>Good</i>
Low'r Dk. Beams & Fastenings	<i>Good</i>	Timbers of Frame at the opening	<i>Good</i>	Cement (if Iron Ship)	<i>Not Seen</i>
Planksheers	<i>Good</i>	Ditto ditto at other places	<i>Good</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>Good</i>
Sheerstrakes	<i>Good</i>	Keelsons	<i>Good</i>	Copper or P.M. (stain on hull)	<i>Good</i>
Topsides	<i>Good</i>	Clamps & Shelves	<i>Good</i>	When painted	<i>Good</i>
Wales	<i>Good</i>				
Engine Room Skylights	<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Scuppers	<i>Good</i>
				Cargo & Main Hatchways	<i>Good</i>
				Hatches	<i>Good</i>

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now, as far as can be seen, in good and efficient condition and I would respectfully submit that she is eligible to remain as classed with fresh record of Survey "8-90", the notation: "S.S. Lon. No. 1" being deferred until the completion of the present Survey.*

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) £
 Committee's Minute
 Character assigned *Deferred for completion*
 + *Lund 9/90*

TUES 8 SEPT 1890 TUES 23 JUN 1891
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 Lloyd's Register Foundation
 LON690-0416

51094 Son

To complete the Special Survey No. 1, the following, notes of which has been given to Owners, still requires to be complied with:

The whole of the vessel internally to be opened out and the Ballast and Peak Tanks to be tested by water pressure as per Rule requirements.

Henri Wilkinson 19.8.90