

REPORT of SURVEY for REPAIRS, &c.

Received in London Office, WED 1 OCT 1890

No. *219* Date of Writing Report *30th Sept^r 1890* Port of *London*
 No. in Reg. Book. *219* Survey held at *London* Date, First Survey *7th August* Last Survey *11th Sept^r 1890*
 on the *Iron Barque "Cape Wrath" (ex Colmonell)* Master *R. Rendall-87-88*

TONNAGE:— NET *1199* GROSS *1255* UNDER DK. *1178*
 Built at *Port Glasgow* By whom *J. Reid & Co* When *1871*
 Owners *Lyle Shipping Co (Lim.)* Port belonging to *Greenock*
 Owner's Address (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *& Dry Dock* Name of Dock *Poplar* Destined Voyage *New Zealand*
 Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins. *100A.1*
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *23298* Port *Mur* *S. L. Lon. N°3-583. S. L. Lon. N°1-88.*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. 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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Condition*

This vessel has been placed in dry dock. The bottom examined & is in good condition. The freeboard assigned was found painted too far aft. Recommended that it be marked amidships. The overlooker states that latterly this was done - but it has not been verified.

PRESENT CONDITION OF THE		Plat ¹							
Decks	<i>good</i>	Plank (Bottom) & Counter	<i>good</i>	Ceiling	<i>good</i>	Boats	<i>good</i>		
Waterways	<i>Do</i>	Treenails or Rivets	<i>Do</i>	Rudder	<i>Do</i>	Masts, Yards, &c.	<i>Do</i>		
Comings	<i>Do</i>	Breasthooks and Stemson	<i>not exam^d</i>	Windlass & Capstan	<i>Do</i>	Condition, how ascertained	<i>from deck</i>		
Up'r Dk. Beams & Fastenings	<i>Do</i>	Transoms, Bointers, & Crutches	<i>Do</i>	Pumps	<i>not exam^d</i>	Sails	<i>not exam^d</i>		
Low'r Dk. Beams & Fastenings	<i>Do</i>	Timbers of Frame at the opening	<i>good</i>	Cement (if Iron Ship)	<i>Do</i>	Anchors	No. of <i>3 B. 1 S. 2 K</i>		
Plank sheers	<i>Do</i>	Ditto ditto at other places	<i>not exam^d</i>	Caulking of Bot'm, D'k, & Watrways	<i>good</i>	Cables	<i>part seen - good</i>		
Sheerstrakes	<i>Do</i>	Keelsons	<i>good</i>	Copper, or V.M. (State if on Pelt.)	<i>good</i>	Hawsers & Warps	<i>good</i>		
Topsides	<i>Do</i>	Clamps & Shells		When put on		Standing & Running Rigging	<i>Do</i>		
Wales	<i>Do</i>					Hatches	<i>Do</i>		
Engine Room Skylights		Coal Bunker, Openings, Lids, &c.		Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>		

General Observations, Opinion as to Class, Recommendation, &c.:

This vessel is in good and efficient condition, eligible in my opinion to remain as classed, and to have record of survey 9, 90." The freeboard repainted requires to be verified.

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)	£	0	0	
Special on Damage Fee (if any) (per Sec. 28)....	£	:	:	
*Certificate (if required) to be sent as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute

Character assigned *✓*

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



Lloyd's Register Foundation

Note for