

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

BAY 25 OCT 1890

No. *341* Date of Writing Report *23rd Oct. 1890* Port of *London*

No. in Reg. Book. *341* Survey held at *London* Date, First Survey *14th July* Last Survey *24th Oct. 1890*

(No. of Visits)

Master *H. P. G. Luby*

YEAR MONTH

TONNAGE:-

NET *2460*

GROSS *3808*

UNDER DEK. *3609*

Built at *Dundee*

By whom *W. Dofford & Son*

When *1890*

Owners *W. Ross & Co. New Zealand Shipping Co.*

Port belonging to *London*

Owner's Address

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

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Victoria Patern* Destined Voyage *New Zealand*

Length of Poop *10* ft.: of Forecastle *10* ft.: of Raised Or. Deck *10* ft.: Moulded Depth *10* ft. ins.

(if these particulars are not yet recorded in the Register Book.)

Years assigned, if a Wood Ship.

Character in Register Book.

Classed

Spar deck + LMC 4.90

100A1 4.90

Last Survey, No. *15478* Port *London*

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 *7 ft. 9 1/2 ins.*
in Winter *8 ft. 2 ins.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Alterations

This vessel has been examined on the Victoria Patern. The bottom found in good order has been cleaned and painted. One 6 inch valve has been fitted in the vessel's bilge in the engine room on the port side in the second frame space from the after bulkhead; and one 7 inch valve fitted in the bilge in the forward stateroom on the starboard side in the frame space in a line with the fore end of the main boiler for refrigerating purposes. The opening in the shell plating on the port side being 12 1/4 x 9 1/4 and that on the starboard side 14 x 10 1/2.

All the double bottom tanks have been tested under pressure to the light line, all the ceiling removed from the tops of the tanks, and the tops cleaned and coated with tar and cement. The sides of all the holds and tween decks have been cleaned and painted, and nos. 1, 2, 3 & 4 lower holds and no. 2 tween decks have now been insulated. A port 24" x 22" has been cut in the first strake below the sheer strake on each side of the vessel abreast no. 2 hatchway, and efficient compensation made. The fore part of no. 3 hatchway has been partitioned off and an iron companion skylight built over it, the lower

PRESENT CONDITION OF THE

| | | | |
|--|--|---|---|
| Decks <i>good</i> | Plank (Bottom) & Counter <i>good</i> | Ceiling <i>good</i> | Boats <i>4</i> |
| Waterways | Tronials or Rivets <i>where seen good</i> | Rudder | Masts, Yards, &c. |
| Comings | Breasthooks and Stemson <i>not seen</i> | Windlass & Capstan | Condition, how ascertained <i>from deck</i> |
| Up'r Dk. Beams & Fastenings <i>where seen good</i> | Transoms, Pointers, & Crutches | Pumps | Sails <i>good</i> |
| Low'r Dk. Beams & Fastenings <i>good</i> | Timbers of Frame at the opening <i>where seen good</i> | Cement (if Iron Ship) <i>where seen good</i> | Anchors No. of <i>3 B, 1 S, 2 K</i> |
| Planksheers <i>good</i> | Ditto ditto at other places <i>good</i> | Caulking of Bottom, D'k, & Watrways <i>good</i> | Cables <i>stated to be complete</i> |
| Sheerstrakes | Keelsons | Copper, or Y.M. (State if on Felt.) | Hawsers & Warps <i>good</i> |
| Topsides | Clamps & Shelves | When put on | Standing & Running Rigging |
| Wales | | | |
| 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 |

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

The vessel, as far as seen, is in good and efficient condition, and eligible in my opinion to remain as classed, and to have record of survey 10.90

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|--|---|---|---|-------------------------|
| Entry Fee (if chargeable) per Scale I., Sec. 27... | £ | : | : | Fees applied for, 18 |
| 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) | £ | : | : | Received by me, 18 |
| Second Surveyor's Fee (if any) | £ | : | : | |

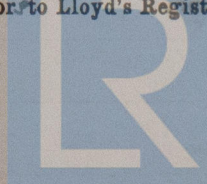
Committee's Minute *FRI 31 OCT 1890*

Character assigned *100A1*

Spar deck

Chas H. Jordan

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



Lloyd's Register Foundation

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deck plated over to form an engine room for the refrigerating engine, and additional pillars fitted to the beams under the same to afford the necessary support. The after part of No. 2 hold between decks over the cross bunker has been partitioned off to form an engine room for the forward refrigerating engine, and additional pillars fitted to the beams under the same to afford the necessary support for the extra weight.

The supplementary plates along the inside of the lower deck stringers have been removed in No. 1, 3 & 4 holds and in No. 2 hold from the cross bunker to the fore end, and to compensate for this double angle iron stringers $5" \times 4" \times \frac{5}{8}$ have been fitted along the lower beams in each hold in a fore and aft direction from the ends of the hold in a line with their sides, connecting on with the bulkheads.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

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