

REPORT of SURVEY for REPAIRS, &c.

51324

MON 24 NOV 1890

No. 51324 Date of Writing Report 18 Sept. 1890 Port of London
 No. in Reg. Book. 664 on the Pleiades Don S Master Morton
 Survey held at London Date, First Survey July 24 Last Survey Nov 22 1890
 (No. of Visits)

TONNAGE:—
 NET 997 Built at Dunbar By whom A McNeill and Son When 1869-9
 GROSS 1020 Owners Shaw Saville & Albion Coy Ltd Port belonging to Southampton
 UNDER DEK. 935 Owner's Address
 (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Greens Destined Voyage Napier NZ
 Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. 1089
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 4994 Port London SS Ldn No 3-7-82 SS Ldn No 1-87 LA
 (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.)
 in Summer 4 ft. 2 1/2 ins.
 in Winter — ft. — ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No 2

This vessel has been placed in dry dock, the bottom examined cleaned & coated. All the loose ceiling has been lifted in the flat of Bottom and Bergees all fore and aft. The floors & timbers cleaned & cement washed. The cement being in good condition found satisfactorily adhering to the iron. Peak & Coal locker cleared & examined. The chain cables were ranged out for inspection 270 fathoms with an extra length of 15 fathoms on the Starboard cable. The masts & general equipment overhauled & put in a satisfactory condition. The Special Survey No 2 fully complied with as required by the Society's Rules.

PRESENT CONDITION OF THE							
Decks	<u>Sheathed Good</u>	(Bottom) & Counter	<u>Good</u>	Ceiling	<u>Good</u>	Boats	<u>Good</u>
Waterways	"	Transoms or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	Breasthooks and Stemson	"	Windlass & Capstan	"	Condition, how ascertained	<u>from Sea</u>
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	"	Sails	<u>Good</u>
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the opening	"	Cement (if Iron Ship)	"	Anchors No. of	<u>3 B, 1 S, 2 M</u>
Planksheers	"	Ditto ditto at other places	"	Caulking of Bot'm, D'k, & Watrways	"	Cables ranged	<u>Good</u>
Sheerstrakes	"	Keelsons	"	Copper, or Y.M. (State if on Fell.)	"	Hawsers & Warps	"
Topsides	"	Clamps & Shelves	"	When put on	"	Standing & Running Rigging	"
Wales	"						
Engine Room Skylights	"	Coal Bunker, Openings, Lids, &c.	"	Scuppers	"	Cargo & Main Hatchways	<u>Good</u>
						Hatches	"

General Observations, Opinion as to Class, Recommendation, &c.:
 This vessel now appears to be in a sound & efficient condition, eligible in our opinion to remain as classed & to have the Special Survey recorded, also the notation that the decks are sheathed and this Survey 100A. The freeboard plowed on 19/30 given above on account of the deck being sheathed.

Entry Fee (if chargeable) per Scale I., Sec. 27... £ : :
 Office Fee (if chargeable) per Scale II., Sec. 27... £ : :
 Survey Fee (per Section 28) £ 5 : 0 :
 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) £ : :
 Received by me, Edward R. Turner
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
 Character assigned *A1
SS No 2-90 SS Ldn No 3-7-82
 ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.
 LON 691-0254

Repairs The Monkey Forecastle deck has now been renewed with 3 yellow pine & the bollards &c replaced as before, the Catheads being renewed with american oak.

The weather deck has now been doubled with 2 inch yellow pine from Stern to Poop Bulkhead. and an addition of 2 inches showed in consequence be made to the freeboard, ^{recorded} in the Register Book. It may be observed that the sheathing was fastened with 1/2 inch galvanised iron wood screws pitched about 18" apart & that the deck was caulked before the sheathing was laid & then felted. The margin plank of the doubling was additionally fastened to take the spread of the caulking.

Edward J. Tierney.