

# REPORT of SURVEY for REPAIRS, &c.

No. *1* Date of Writing Report *Jan 28 1891* Port of *London* Received in London Office, *WED 28 JAN 91*

No. in Survey held at *London* Date, First Survey *July 2/89* Last Survey *July 28 1896*

Reg. Book. *935* on the *Australasian* Iron *Ships* Master *Simpson*

TONNAGE:— NET *2343* GROSS *3630* UNDER DECK *2516*

Built at *Sheepen* By whom *R Napier & Co* When *1882*

Owners *G. Thompson & Co* Port belonging to *Aberdeen*

Owners' Address *(if not already recorded in Appendix to Register Book.)*

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Elbury Dock* Destined Voyage *Australian Ports*

Length of Poop *20* ft.: of Forecastle *20* ft.: of Raised Or. Deck *20* ft.: Moulded Depth *10* ft. ins. *00A 1*

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

Last Survey, No. *50541* Port *Lon* Classed *100A 1*

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard 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 *8* ft. *12/89* ins. *12/89*

as painted on Ship in Winter *8* ft. *9 1/2* ins.

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

This vessel was placed in dry dock the bottom examined cleaned & coated.

The cables ranged out for inspection of the Board of Trade Surveyors for renewal of passenger certificate.

PRESENT CONDITION OF THE							
Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	<i>Good</i>
Waterways	<i>✓</i>	Treenails or Rivets	<i>✓</i>	Rudder	<i>✓</i>	Masts, Yards, &c.	<i>✓</i>
Comings	<i>✓</i>	Breasthooks & Stemson	<i>✓</i>	Windlass & Capstan	<i>✓</i>	Condition, how ascertained	<i>from Dk</i>
Up'r Dk. Beams & Fastenings	<i>✓</i>	Transoms, Painters, & Crutches	<i>✓</i>	Pumps	<i>✓</i>	Sails	<i>Good</i>
Low'r Dk. Beams & Fastenings	<i>✓</i>	Timbers of Frame at the openings	<i>✓</i>	Cement (if Iron Ship)	<i>✓</i>	Anchors	<i>No. 3, 5, 8, 10</i>
Planksheers	<i>✓</i>	Ditto ditto at other places	<i>✓</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>✓</i>	Cables	<i>What Remains</i>
Sheerstrakes	<i>✓</i>	Keelsons	<i>✓</i>	Copper, or Y.M. (State if on Felt.)	<i>✓</i>	Hawsers & Warps	<i>✓</i>
Topsides	<i>✓</i>	Clamps & Shells	<i>✓</i>	When put on	<i>✓</i>	Standing & Running Rigging	<i>✓</i>
Wales	<i>✓</i>					Hatches	<i>✓</i>
Engine Room Skylights	<i>✓</i>	Coal Bunker, Openings, Lids, &c.	<i>✓</i>	Scuppers	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>

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

This vessel now appears to be in a sound and efficient condition eligible in my opinion to remain as classed with a fresh record of Survey 1/91 Lon.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for, <i>2/10/91</i>
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, <i>18</i>
Second Surveyor's Fee (if any) .....	£	:	:	

Committee's Minute *TUE 10 FEB 91*

Character assigned *100A 1*

*annul B.S. 2/91*

*Spandk.*

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

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