

# REPORT of SURVEY for REPAIRS, &c.

No. *974* Date of Writing Report *9 Feb* 18 *91* Port of *London* Received in London Office, *THE 10 FEB 91*  
 No. in Reg. Book. *1111* Survey held at *London* Date, First Survey *27 Dec 89* Last Survey *2 Feb 1891*  
 on the *Iron* *"Matanza"* (No. of Vests *14*) Master *Arthur Mansel* YEAR. *1888* MONTH. *12*

TONNAGE:—  
 NET *853* Built at *Glasgow* By whom *Arthur Mansel* When *1888* MONTH. *12*  
 GROSS *898* Owners *New Zealand Ld Co* Port belonging to *London*  
 UNDER DK. *841* Owner's Address  
 (if not already recorded in Appendix to Register Book.)

*Is* Surveyed Afloat *in* Dry Dock Name of Dock *West India Dock* Destined Voyage *New Zealand*

Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins. *ins.*  
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *57331* Port *Lon* *ND 89* *Classed* *2 87* *\* A 1*  
*S.S. Lon No 3 - 2 78* *6, 89*

(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 *4* ft. ins. in Winter *ft.* ins. as painted on Ship

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Part S.S. No 3.*

*See letter of 15 Jan 91 signed by asst. Secretary*

*Vessel placed in dry dock cleaned down and recoated, bottom outside in good condition. Rudder lifted and rebushed.*

*The main hold is insulated for frozen meat.*

*In the after hold, the spar ceiling removed and the sides and frames chipped down and recoated as far as the close ceiling.*

*In the fore hold, the sides chipped down and recoated as far as the upper bilge stringer at after end and to the lower bilge stringer at the fore end.*

*After peaks chipped out and recoated*

*Mast and spars examined and equipment generally overhauled and made good*

*Windlass stripped and half of the body renewed.*

*Fore Peak chipped out & re-coated*

*See over*

## 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>	Trunnels or Rivets <i>"</i>	Rudder <i>rebushed</i> <i>"</i>	Masts, Yards, &c. <i>"</i>
Comings <i>"</i>	Breasthooks and Stemson <i>"</i>	Windlass & Capstan <i>"</i>	Condition, how ascertained <i>By Ex. sta</i>
Up'r Dk. Beams & Fastenings <i>"</i>	Transoms, <del>Peaks</del> , & 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 No. of <i>3B. 15. 34</i>
Planksheers <i>—</i>	Ditto ditto at other places <i>—</i>	Caulking of Bot'm, D'k, & Watrways <i>"</i>	Cables <i>not seen Good</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>			
Engine Room Skylights <i>"</i>	Coal Bunker, Openings, Lids, &c. <i>"</i>	Scuppers <i>Good</i>	Cargo & Main Hatchways <i>Good</i>
			Hatches <i>"</i>

General Observations, Opinion as to Class, Recommendation, &c.: *As far as seen this vessel now appears in a good and efficient condition eligible in our opinion to remain as classed and to have recorded new date 2, 91, also when the survey has been completed as above to have recorded S.S. Lon No 3 - 2, 91*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:
Survey Fee (per Section 28) .....	£	7	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) .....	£	:	10 : 6

Fees applied for,

*10/21 18 91*

Received by me,

*11.2 18 91*

*Colman*

*Matthew Wilson*

*Thos. L. Gras*

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

Committee's Minute *FRI. 13 FEB 1891*

*TUES. 23 FEB 1891*

Character assigned *Deferred for completion*



515642m

To complete the survey. The whole of the close ceiling has to be removed, and the main hold to be seen in the way of the insulation, the plating to be drilled, the fore tween decks to be examined & the plating in the cabins & berths; and the cables to be changed.