

REPORT of SURVEY for REPAIRS, &c.

52346a

No. in Reg. Book. *16* Date of Writing Report *Sept 28th 1891* Port of *London* Received in London Office, *FRI 2 OCT 1891*
 Survey held at *London* Date, First Survey *23/6/91* Last Survey *Sept 30th 1891*
 on the *Oamaru* Iron S. Master *Howling Thomas*

TONNAGE:— Built at *Glasgow* By whom *Scott & Co* When *1874-10*
 NET *1306* Owners *Shaw Savill & Albion Compy (Ld)* Port belonging to *Glasgow*
 GROSS *1364* Owners' Address
 UNDER DK. *1166* (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Art Green* Destination *Wellington N.Z.*
 Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *51121* Port *London* Classed *SS Don No 3-187-100A1*
9/90

(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. *4* ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials (if assigned) as painted on Ship in Winter *ft.* *ins.*
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Special Survey Not.*

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

The fore hold is fitted as a refrigerating Chamber for the purpose of carrying frozen meat and all the loose hatches in the sides and the lumbers removed & the framing & cement examined as far as practicable and found to be in good condition.

The after hold, all the loose hatches in the ceiling lifted and cement floors &c examined.

The fore Peak cleared and examined and the Cais rangid out for inspection, 2 broken lengths of which were renewed. (See remarks on other side of report.)

The Decks, spars masts were examined & overhauled & the Special Survey fully complied with.

PRESENT CONDITION OF THE					
Decks	<i>good</i>	Plank (Bottom) & Counter	<i>good</i>	Ceiling	<i>good</i>
Waterways	<i>"</i>	Treenails or Rivets	<i>"</i>	Rudder	<i>"</i>
Comings	<i>"</i>	Breasthooks & Stemson	<i>"</i>	Windlass & Capstan	<i>"</i>
Up'r Dk. Beams & Fastenings	<i>"</i>	Transoms, Pointers, & Crutches	<i>"</i>	Pumps	<i>"</i>
Low'r Dk. Beams & Fastenings	<i>"</i>	Timbers of Frame at the openings	<i>"</i>	Cement (if Iron Ship)	<i>"</i>
Planksheers	<i>"</i>	Plank ditto at other places	<i>"</i>	Caulking of Bot'm, D'k, & Watrways	<i>"</i>
Sheerstrakes	<i>"</i>	Keelsons	<i>"</i>	Copper, or V.M.	<i>"</i>
Topsides	<i>"</i>	Clamps & Shells	<i>"</i>	(State if on Pett.)	<i>"</i>
Wales	<i>"</i>			When put on	<i>"</i>
Engine Room Skylights	<i>"</i>	Coal Bunker, Openings, Lids, &c.	<i>"</i>	Scuppers	<i>"</i>
				Cargo & Main Hatchways	<i>good</i>
				Hatches	<i>"</i>

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

This vessel now appears to be in a sound & efficient condition, eligible in my opinion to remain as classed, with a fresh record of Survey Don 9/91 & S.P. Don No. 91 recorded in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:
Survey Fee (per Section 28)	£	4	10 : 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)	£	:	:

Fees applied for,
21/10 1891
 Received by me,
20/10 1891

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

Committee's Minute *21 OCT 1891*
 Character assigned *100A1*
SS No 1-91

State if a Report is also sent on the Machinery of the Ship or if not whether, and when, sent.

Form No. 2 for Repairs—1000—6/1/91.—Transfer Ink.—T. & S. The Surveyors are requested not to write on or below the space for Committee's Minute.

Insert Character precisely as in Register Book.

The windlass was taken to pieces, cleaned & thoroughly overhauled & deck caulked under. The wood deck under galley within the deck house was renewed with 4" yellow pine. The winch at after end of main hatch was lifted, several defective planks renewed & the then doubled over & winch refitted.

Chain Cables. With reference to the letter from the Slocum's Surveyor at Napier N.Z. 24/2/91 submitting that the cables should be examined and reported upon on the vessel's arrival in London. The cables were hauled out for inspection, and found to be in good condition well up to size $1\frac{1}{16}$ ". Two lengths which were damaged were particularly examined by me ^{observed which would} & there was nothing ~~to~~ account for their failure. It is stated that when the cable parted on the first instance on Feby 7th 91. The vessel had to much way upon her in bringing up; and on the second instance was during a heavy gale February 23rd 1891, when the windlass was damaged. The two broken lengths were of tested chain No of certificate 1269, Lipton $1\frac{1}{16}$ " Nov 1874. Size $1\frac{1}{16}$ " Tested to 82 $\frac{3}{4}$ & 59 $\frac{1}{2}$ tons respectively. and were replaced by 30 fms of $1\frac{1}{16}$ " chain cable, No of Certificate 21336 Nelson, Dualey 27 $\frac{1}{2}$ Aug 1891. Tested to 82 $\frac{3}{4}$ & 59 $\frac{1}{2}$ tons Geo Horspool Asst Superintendent. Equipment letter .S. Rule size $1\frac{1}{16}$ "

Edward J. W. Turner