

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report

18. When handed in at Local Office

18.

Port of *London*

FRI 19 FEB 1892

No. in Reg. Book.

Survey held at

London

Date, First Survey

Dec. 12. 91

Last Survey

Febr. 12. 1892

1892

1032 on the

Vn. Sailing Ship: "MATAURA"

(ex *Dunfillan*)

Master *W. Worster*

MONTH.

TONNAGE

Built at *Glasgow*

By whom *Clithero & Mansel*

When *1868*

YEAR.

GROSS *898*

Owner

The New Zealand Shipping Co.

Port belonging to

London

UNDER DK. *841*

Owners' Address

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

NET *853*

Surveyed Afloat or in Dry Dock?

Afloat

Name of Dock

West-India Destined Voyage *Australia*

WB=DbA ☒ tons; ☒ tons; uE&B ☒ tons; CellDB ☒ tons; ☒ tons; FPT ☒ tons; APT ☒ tons; MT ☒ tons.

Last Survey, No.

5156

Port *London*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ☒ for Special Survey. Date of last Survey and of Periodical Surveys.

**A1* 6.89

S.S. Lon. No. 3-2.78 *N.D. 189*

S.S. Lon. No. 2-87 *3* *11 1/2* ins.

Society's Freeboard (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Completion of the Special Survey No. 3 (See also London Regt. No. 5156 dated Febr. 29. 91)*

Now done: - The whole of the close ceiling & battens in both Fore and After Holds removed and the floors & framing, also the sides of the vessel up to the upper Bilge Stringer sculled, examined and re-coated; cement tested & renewed where required and ceiling replaced as before, the greater portion being renewed.

In the main Hold where the vessel is "insulated" for the purpose of carrying dead meat, all loose hatches in the flat of the bottom & elsewhere removed, and, in addition to this, three hatches 6'0" x 3'0" on each side were cut out to ascertain the condition of the plating & framing which was everywhere found satisfactory.

SUMMARY OF DAMAGE REPAIRS: ☒ Plates, Faired or Repaired; ☒ Frames, ditto. ☒ Plates, Renewed; ☒ Frames, ditto. Other Repairs *Ceiling, hatches &c.*

PRESENT CONDITION OF THE							
Decks	<i>Good</i>	Transoms, Frames & Crutches	<i>Good</i>	Copper, or Y.M.	<input checked="" type="checkbox"/>	Hatches	<i>Good</i>
Waterways	<i>Good</i>	Frames of Frame at the openings	<i>Good</i>	(State if on Felt.)	<input checked="" type="checkbox"/>	Boats	<i>Good</i>
Coamings	<i>Good</i>	ditto at other places	<i>Good</i>	When put on, Month	<i>Good</i>	Masts, Yards, &c.	<i>Good</i>
Up'r Dk. Beams & Fastenings	<i>Good</i>	Keelsons	<i>Good</i>	Rudder	<i>Good</i>	Condition, how ascertained	<i>Good</i>
Low'r Dk. Beams & Fastenings	<i>Good</i>	Clamps, Shells & Stringers	<i>Good</i>	Windlass & Capstan	<i>Good</i>	Sails	<i>Good</i>
Plating	<i>Good</i>	Salting	<input checked="" type="checkbox"/>	Pumps	<i>Good</i>	Anchors No. of	<i>3 B. 1 S. & 2 H.</i>
Planking	<i>where seen</i>	Ceiling	<i>Good</i>	Engine Room Skylights	<input checked="" type="checkbox"/>	Cables, length	<i>300 fath. 19/16</i>
Treenails or Rivets	<i>Good</i>	Cement <i>Cem.</i>	<i>Good</i>	Coal Bunker, Open'gs, Lids, &c.	<input checked="" type="checkbox"/>	(State if now ranged)	<i>yes</i>
Breasthooks & Stemson	<i>Good</i>	Tanks (State if now tested.)	<i>Good</i>	Scuppers	<i>Good</i>	Hawsers & Warps	<i>Good</i>
		Caulking of Bottom D'k. & Wat'rways	<i>Good</i>	Cargo & Main H'tch'ys	<i>Good</i>	Standing & Running Rigging	<i>Good</i>

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

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is now in good and efficient condition; the requirements of the Rules for the S.S. No. 3 have been fully complied with and we are of opinion that she is eligible to remain as classed & to have the notation: "S.S. Lon. No. 3-2.92" with fresh date of Survey 2.92 recorded in the Register Book.

Office Fee (if chargeable) per Scale II, Sec. 27	£	Fees applied for,	<i>date of Survey 2.92 recorded in the Register Book</i>
Survey Fee (per Section 28)	£	Received by me,	<i>Henri Wilkinson</i>
Special Damage or Repair Fee (if any) (per Sec. 28.)			
Travelling Expenses (if chargeable)			
Second Surveyor's Fee (if any)			
*Is Certificate now required?			

Committee's Minute

Character assigned

No. 3.

TUES. 23 FEB 1892

**A1*

ss No 3-2,92

LON 695-0253

52734. Lon.

The Masts, Spars and Rigging were re-examined aloft; the main topmast which was found defective was renewed and the Standing & Running Rigging were thoroughly overhauled and repaired.

The whole of the Berths under Raised 3rd Deck were removed; the plating & framing in way of same and under Forecastle were scaled, overhauled & re-coated, and the fittings, mostly new, were replaced as before.

The vessel was drilled in three Sections on each side from the Sheerstrake down to two Strakes above the cement, the number of holes, viz: 16 ^(7 on P. & 9 on St. side) ~~overstrakes~~ being in excess of the number of Strakes; and, the thickness of the plating in which no appreciable deterioration could be detected was found to be as follows:-

Sheerstrake:	Amids.	11/16	Forward	10/16	Full.	Aft	10/16	Rule:	11/16
First Strake below Sheer	...	9/16	...	9/16	...	9/16	...	9/16	...
Other	...	10/16	...	10/16 & 9/16	...	10/16	...	9/16 & 10/16	...

(Owing to the strike of Ironworkers at the time no opportunity was found for docking the vessel to drill the remaining two Strakes above the cement until it was too late and the owners were unable to detain the vessel here any longer.)

The Chain Lockers were examined, cleaned & painted and the cables, viz: 300 faths. were reared out & found complete & in good order. The Anchors, trunnels, pumps, Sails, masts & general equipment were also examined and found good & sufficient.

Henri Wilkinson