

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report *August 27th 1890* Port of *Middleburgh*
Survey held at *Middleburgh* Date, First Survey *30th June 1890* Last Survey *20th August 1890*
the *S.S. Pohrua* Master *McBeath*
late "*Crown*"
Built at *Middleburgh* By whom *W. Harvess & Son* When *1890. 3*
Owners *Union Steamship Co of New Zealand L^d* Port belonging to *London*
Owner's Address *Dunedin N.Z.*
(if not already recorded in Appendix to Register Book.)
ed Afloat *in Dry Dock* Name of Dock *Bayfleet.* Destined Voyage *New Zealand*
Poop *ft. of Forecastle* *ft. of Raised Qr. Deck* *ft. of Moulded Depth* *ft. ins.*
(if these particulars are not yet recorded in the Register Book.)

Survey, No. *749* Port *London* Classed *+LMC 3.90* *+100A1*
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 *8 ft. 2 ins.*
Account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter *8 ft. 4 1/2 ins.*
respecting this case. *June 30th 1890 M.*

OR EXAMINATION AS PER RULE, FOR *Alterations.*

A deep ballast tank has been built in the fore hold, at fore of forward bulkhead of stokehold, scantlings & arrangements accordance with the approved plan attached to this report. After peak has been converted into a ballast tank, the bulkhead is additionally stiffened with bulb bars on each angle stiffener, & middle vertical bar (3) attached to lower deck stringer with plate ties.

The deep tank amidships has been tested with a head of water to test above load line, & the after peak tank, which extends to the after deck with 6 feet head of water above quarter deck.

Vessel put in dry dock, bottom cleaned & coated.

CONDITION OF THE	Good	Planks (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
	"	Freeboards or Rivets	"	Rudder	"	Masts, Yards, &c.	"
	"	Breasthooks and Stemson	"	Windlass & Capstan	"	Condition, how ascertained	<i>From deck</i>
Stems & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	"	Sails	<i>new</i>
Beams & Fastenings	"	Timbers of Frame at the opening	"	Cement (if Iron Ship)	"	Anchors	No. of <i>3B 15' 2K</i>
	"	Ditto ditto at other places	"	Caulking of Bot'm, D'k, & Watrways	"	Cables	<i>good</i>
	"	Keelsons	"	Copper, or Y.M. (State if on Felt.)	"	Hawsers & Warps	"
	"	Clamps & Shelves	"	When put on	"	Standing & Running Rigging	"
Bottom Skylights	"	Coal Bunker, Openings, Lids, &c.	"	Scuppers	<i>Good</i>	Hatches	"

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

The vessel (which has never been to sea) is now in good and efficient condition, and is eligible in my opinion to remain as classed, with no 8.90, and of ballast tanks as per attached report.

(if chargeable) per Scale I., Sec. 27...	£	:	:
(if chargeable) per Scale II., Sec. 27...	£	:	:
Fee (per Section 28)	£	5	5
Damage, Fee (if any) (per Sec. 28)...	£	:	:
Rate (if required) to be sent as per margin	£	:	:
Expenses (if chargeable)	£	:	:
Surveyor's Fee (if any)	£	:	:

Fees applied for,

1.9 1890

Received by me,

H. M. Williams

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

Committee's Minute
Character assigned

FRI 5 SEPT 1890

100A1