

REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

No. 46450

No. in g. Book. Survey held at *London*

Date, First Survey *28th July* Last Survey *30th July 1886*

202 on the *Iron Screw Steamer ORIENT*

(No. of Visits *Two*)

Master *J. W. Ridler*

TONNAGE :-

Built at *Glasgow*

By whom *J. Elder & Co.*

When *1879*

GT *3259*

Owners *Orient Steam Navigation Co.*

Port belonging to *Glasgow*

ROSS *5386*

Owners' Address

UNDER DE. *3227*

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

Surveyed Afloat or in Dry Dock *dry dock* Name of Dock *Royal Albert* Destined Voyage *Australia*

Length of Poop ft. : of Forecastle ft. : of Raised Or. Deck ft. : Moulded Depth ft. ins. Character in Register Book.

Classed

100 A1

Last Survey, No. *46449* Port *Gm*

S.S. Act 83. 3,86
in salt water ft. ins.
in fresh water ft. ins.

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE

Condition

This Vessel has been examined in the Royal Albert dry dock. The bottom found in good order has been cleaned & painted. The after house deck has now been extended 18 feet forward, and out to the sides of the Vessel in order to form a promenade deck. Five through beams have accordingly been fitted before the house consisting of Butterfly tee bulbs $5\frac{1}{4} \times 4 \times \frac{3}{16}$, and twelve short beams to each side of the house consisting of tee iron $4\frac{1}{2} \times 4\frac{1}{4} \times \frac{1}{16}$, with stringer plates along the sides of the deck $18 \times \frac{3}{16}$ and an angle $3 \times 3 \times \frac{1}{16}$, the deck being of teak $2\frac{1}{2}$ ins. thick. The main topmast has now been renewed.

PRESENT CONDITION OF THE

Decks	<i>Good</i>	Planks (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	<i>12</i>	<i>Good</i>
Waterways		Freeboards or Rivets		Rudder		Masts, Yards, &c.		
Comings		Breasthooks & Stemson		Windlass & Capstan		Condition, how ascertained	<i>from deck</i>	
Up'r Dk. Beams & Fastenings		Transoms, Pointers, & Crutches		Pumps		Sails		<i>Good</i>
Low'r Dk. Beams & Fastenings		Timbers of Frame at the openings		Cement (if Iron Ship)		Anchors	No. of <i>4 B, 1 S, 2 K.</i>	
Plank sheers		Ditto ditto at other places		Caulking of Bottom, Dk, & Watrways		Cables		<i>Good</i>
Sheerstrakes		Keelsons		Copper, or Y.M. (State if on Felt.)		Hawsers & Warps		
Topsides		Clamps & Shelves		When put on		Standing & Running Rigging		
Wales						Hatches		
Engine Room Skylights	<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Scuppers	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>	

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

The Vessel, so far as seen, is in a sound and efficient condition and eligible in my opinion to remain as classed.

Entry Fee (if chargeable) per Scale L. 27. £
Office Fee (if chargeable) per Scale L. 27. £
Survey Fee (per Section 28) £
Special 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) £

received by me, 188

Chas. H. Jordan

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

30-7-86

Committee's Minute
Character assigned

TUESDAY 17 AUGUST 1886

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 15, Old Street, Goswell Road, London.

B.S. 8, 86 143/86