

REPORT of SURVEY for REPAIRS, &c.

No. 362 Port of Port Louis
 No. in Reg. Book. 272 Survey held at Mauritius Date, First Survey 10th March Last Survey 16th May 1888
297 on the British Barque "Alastor" Master J. Blazebrook
 TONNAGE:— Built at Sunderland By whom Mounsey & Foster When 1895 June
 NET 82H Owners R. H. Penney Port belonging to Shoreham
 GROSS 87H Owners' Address 82 Queen's Road, Brighton
 UNDER DK. 800 (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock afloat Name of Dock _____ Destined Voyage Liverpool

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. 229 Port London 5.5 KL London 83
 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 salt water _____ ft. 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 fresh water _____ ft. ins.
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE Since the arrival of this vessel at this Port she has received the undermentioned repairs, namely:—

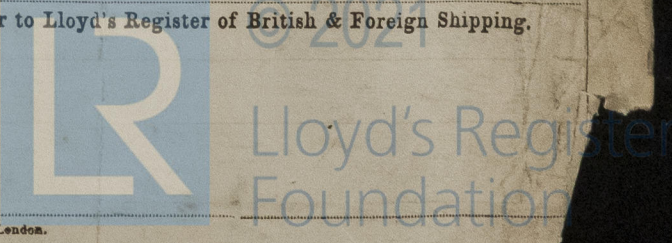
About forty feet of the port top gallant rail, twelve feet of angle iron under it, and the top gallant bulwark plank for the length of six feet, a wooden screen for the port side light, a port cathead and an iron whisker; about ten feet of the starboard top gallant rail, the angle iron under it, and six feet of the top gallant bulwark plate, about twenty-two feet of the main pin rail abreast the starboard fore rigging with belaying pins for the same, one starboard and one port fore chain plate and dead eyes for the same, a standard compass with all belonging to it except the wooden pole, one cutter with everything belonging to her, about nine feet of the starboard bridge and fifteen of the port one, the panelling and mouldings for the underside of the awning deck at the front of the poop on the starboard side and a main deck step for one of its stanchions, foremast skid for the after body and the main deck step for its midship stanchion, a skylight for the main deck house

PRESENT CONDITION OF THE		Boats	
Decks	<u>Good</u>	Planks (Bottom) & Counter	<u>Good</u>
Waterways	<u>"</u>	Treenails or Rivets	<u>"</u>
Comings	<u>"</u>	Breasthooks & Stemson	<u>"</u>
Up'r Dk. Beams & Stenings	<u>"</u>	Transoms, Pointers, & Crutches	<u>"</u>
Low'r Dk. Beams & Stenings	<u>"</u>	Timbers of Frame at the openings	<u>Good</u>
Plank sheers	<u>do</u>	Ditto ditto at other places	<u>"</u>
Sheerstrakes	<u>do</u>	Keelsons	<u>"</u>
Topsides	<u>do</u>	Clamps & Shelves	<u>"</u>
Wales	<u>"</u>		
Engine Room Skylights	<u>"</u>	Coal Bunker, Openings, Lids, &c.	<u>"</u>
		Scuppers	<u>Good</u>
		Cargo & Main Hatchways	<u>Good</u>
		Hatches	<u>Good</u>

General Observations, Opinion as to Class, &c.: This vessel is now in good repair, well equipped, in fit condition in my opinion for the conveyance of dry and perishable Goods to or from all parts of the World and I recommend that she be continued on her present class in the Register.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ 1:—
 Office Fee (if chargeable) per Scale I., Sec. 27. £ :—
 Survey Fee (per Section 28) £ :—
 Special Damage Fee (if any) (per Sec. 29) £ :—
 *Certificate (if required) to be sent as per margin £ 5:—
 Travelling Expenses (if chargeable) £ :—
 Second Surveyor's Fee (if any) £ :—
 received by me, 188 }
 Committee's Minute TUES 26 JUNE 1888
 Character assigned Remain as classed

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



that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.
The Press, especial care must be taken

the main deck house and two doors for the galley, a foremast skid for the forward boats, mizen topmast with all above and attached to it, foremast mizen cross tree and the jaws of the mizen gaff a main topmast with all above, belonging and attached to it excepting the upper and lower topsail yards, a foremast with all above, belonging and attached to it, a jibboom with all belonging to it, the main stay and lower main rigging and lanyards, one inner jib with all its running gear and everything belonging to it fore and aft, two coils of $3\frac{1}{2}$ inch manilla rope and one pitch pine spar used for jury rigging as well as the articles washed overboard and lost during the bad weather as per Log Book have been replaced with new of the best materials and workmanship procurable, the iron stanchion for the port side light screen, port forecastle ladder, all the iron guard stanchions around the forecastle, the iron pin rail and stanchions on forecastle for the head gear, six starboard fore chain plates and four on the port side, the after davit house, starboard quarter boat, the life boat and one cutter, the main deck house, port (iron) stanchion for the foremast skid of the foremast moveable force pump and its gear, iron tub and goose neck for the upper main topsail yard, the main top and its cross trees and the mizen rigging repaired as found necessary, the chocks on the knight heads for the manrope stanchions refastened, the caulking of the decks overhauled and caulked wherever found requisite and when the repairs were finished her bottom was cleared by the best means available at this port.

Cause of Repairs:— The vessel having encountered a cyclone in her passage from Sarawack to Swansea laden with antimony and silver ore.

Wm Town

SURVEYOR to LLOYD'S REGISTER
OF BRITISH & FOREIGN SHIPPING.