

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** Survey held at *London* Date, first Survey *17<sup>th</sup> July* Last Survey *3<sup>rd</sup> Aug<sup>r</sup> 1876* *Rev 10. 8. 76*  
*962* on the Ship *"Star of Greece"* Master *W. J. Shaw.*

Official Number *1193*  
TONNAGE under Tonnage Deck  
Ditto of Spar Deck, or Avoning Deck  
Ditto of Poop  
Ditto of Raised Qr. Dk.  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage *1289*  
Crew Space, as per Rule  
Register Tonnage, cut on Beam *1227*  
Engine Room  
Reg. Tons as St<sup>r</sup>mer, cut on Bm.  
Built at *Belfast* When built *1868*  
Owners *J. Corry & Co* Port belonging to *Belfast*  
Residence  
By whom built *Harland & Co* Destined Voyage  
If Surveyed Afloat or in Dry Dock *Wigram's by boats & Afloat*  
Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *2-75* Character in Register Book. *A. 1.*

Last Survey, No. *13953* Port *Iron* Classed *S. S. No. 1. 72*

REPAIRS, OR EXAMINATION AS PER RULE *Special Survey No 2.*

*Bottom and Keel examined, timbers and ceiling equal to three shakes on each side lifted all fore and aft, Cement in good condition and firmly adhering to Iron, the openings where exposed cleaned and washed with Cement, Windlass unhung, main piece examined and Chain cables ranged on deck, the bottom cleaned and coated with Patents Composition, and the topsides with Paints*

Present Condition of the				
Decks	<i>Good</i>	Treenails	<i>Keels</i>	<i>Good</i>
Waterways	<i>—</i>	Breasthooks and Stems	<i>—</i>	<i>—</i>
Comings	<i>—</i>	Transoms, Pointers, and Crutches	<i>—</i>	<i>—</i>
Upper Deck Beams & Fastenings	<i>—</i>	Timbers of the Frame at the openings	<i>—</i>	<i>—</i>
Lower Deck Beams & Fastenings	<i>—</i>	Ditto Ditto at other places	<i>—</i>	<i>—</i>
Planksheers	<i>—</i>	Keelsons	<i>—</i>	<i>—</i>
Sheerstrakes	<i>—</i>	Clamps and Shelves	<i>—</i>	<i>—</i>
Topsides	<i>—</i>	Ceiling	<i>—</i>	<i>—</i>
Wales	<i>—</i>	Rudder	<i>—</i>	<i>—</i>
Plank (Bottom) and Counter	<i>—</i>	Goppers <i>Cement</i> When put on <i>1868</i>	<i>—</i>	<i>—</i>
Engine Room Skylights	<i>—</i>	Caulking of	<i>—</i>	<i>—</i>
Coal Bunker, Openings, Lids, &c.	<i>—</i>	Bottom, Deck, & Waterways	<i>Good</i>	<i>—</i>
Scuppers	<i>Good</i>	Cargo and Main Hatchways	<i>Good</i>	<i>Good</i>
Hatches	<i>Good</i>	Standing & Running Rigging	<i>Sufficient</i>	<i>—</i>
Windlass and Capstan	<i>Good</i>			
Pumps	<i>—</i>			
Boats	<i>—</i>			
Masts, Yards, &c.	<i>—</i>			
Condition, how ascertained	<i>From Deck</i>			
Sails	<i>Good</i>			
Anchors	No. of <i>312 48 24 22</i>			
Cables	<i>300 fathoms</i>			
Hawsers and Warps	<i>Good</i>			
	<i>and</i>			

General Observations, Opinion as to Class, &c. *This Vessel is now in good and efficient condition and eligible to remain as Classed, and to be marked S. S. No 2. 1876.*

The Amount of Entry Fee ... £ ... : : : } received by me, *Thos W. Blasey*  
*14/7* Special ... £ *4 : 4* : : } *Aug 1876*  
Certificate (if required) ... £ ... : : :  
(Travelling Expenses, if any, £ ... )  
Committee's Minute *25<sup>th</sup> August 1876*  
Character assigned *A. 1.*  
*S. S. No 2-76*  
*TRW*

