

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** Survey held at *London* Date, first Survey *22<sup>nd</sup> Sept* Last Survey *4<sup>th</sup> Oct* 18*76*

*417* on the *S. "Dragon"* Master *M<sup>r</sup> Clemon*

TONNAGE under Tonnage Deck *696* Built at *Stickton* When built *1864* MONTH *9<sup>th</sup>*

Ditto of Spar Deck, or Awning Deck Ditto of Poop Owners *L. Young & Co* Port belonging to *London*

Ditto of Raised Or. Dk. Ditto of Houses on Deck Residence *✓*

Ditto of Forecastle Gross Tonnage *696* By whom built *Pearse* Destined Voyage

Crew Space, as per Rule Register Tonnage, cut on Beam *555* If Surveyed Afloat or in Dry Dock *Christchurch Slip and afloat*

Engine Room Reg. Tons as St<sup>mer</sup>, cut on Bm. Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *+* Character in Register Book. *A. 1. 975*

Last Survey, No. *1399* Port *Iron* Classed *+* S. S. *Lon No 2-74*

REPAIRS, OR EXAMINATION AS PER RULE *S. S. No 3.*

The whole of the close ceiling removed, frames, plating &c chipped and scraped and coated with cement wash. Cement found in very good condition and adhering to the iron, and where necessary repaired and continued to the height of the close ceiling; above close ceiling the frames & shell plating were cleaned and coated with red lead. The whole of the close ceiling renewed. Vessel placed on a patent slip and the bottom and topsides thoroughly chipped & cleaned and recoated with paint. Rudder unhung and repaired, and a new pintle fitted to the keel. In consequence of the good appearance of the cement inside the ship, and of the shell plating outside it, was not thought necessary to drill them.

Present Condition of the	<i>Good</i>	<i>Paint</i>	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Decks				Pumps	<i>"</i>
Waterways	<i>"</i>	Breasthooks and Stemson	<i>"</i>	Boats	<i>4 1/2</i>
Comings	<i>"</i>	Transoms, Pointers, and Crutches	<i>"</i>	Masts, Yards, &c.	<i>"</i>
Upper Deck Beams & Fastenings	<i>"</i>	Timbers of the Frame at the openings	<i>"</i>	Condition, how ascertained	<i>from the deck</i>
Lower Deck Beams & Fastenings	<i>"</i>	Ditto Ditto at other places	<i>"</i>	Sails	<i>Good</i>
Planksheers	<i>"</i>	Keelsons	<i>"</i>	Anchors No. of	<i>3 B. 1 S. 2 K</i>
Sheerstrakes	<i>"</i>	Clamps and Shelves	<i>"</i>	Cables	<i>Good</i>
Topsides	<i>"</i>	Ceiling	<i>"</i>	Hawsers and Warps	<i>Sufft &amp; "</i>
Wales	<i>"</i>	Rudder	<i>"</i>	Standing & Running Rigging	<i>Good</i>
Plating	<i>"</i>	Copper Paint When put on	<i>now</i>	Cargo and Main Hatchways	<i>Good</i>
Plank (Bottom) and Counter	<i>"</i>	Caulking of	<i>Good</i>	Hatches	<i>Good</i>
Engine Room Skylights	<i>"</i>	Bottom, Deck, & Waterways	<i>Good</i>		
Coal Bunker, Openings, Lids, &c.	<i>"</i>	Scuppers	<i>Good</i>		

General Observations, Opinion as to Class, &c.

The vessel is now in good condition, fit for the conveyance of dry and perishable cargoes to & from all parts of the world, and in our opinion eligible to remain as classed, and S. S. Lon No 3-76 recorded.

The Amount of Entry Fee ... £ ... received by me, *J. W. Scullard* *26 Oct 1876*  
 Certificate (if required) ... £ ...  
 (Travelling Expenses, if any, £ ...)  
 Committee's Minute *27<sup>th</sup> October 1876*  
 Character assigned *A*  
 S. S. No 3-76

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

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