

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 29** Survey held at *Bremerhaven* Date, first Survey *24<sup>th</sup> Octr.* Last Survey *2<sup>nd</sup> Novr.* 18 *77*

*357* on the *Iron Steamer S.S. "Albatross"* Master *E. Yaphen*

Official Number *706*  
 Tonnage under Tonnage Deck  
 Ditto of Spar Deck, or Awning Deck  
 Ditto of Poop  
 Ditto of Raised Or. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage *1033*  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St<sup>r</sup>mer, cut on Bm. *773*  
 Built at *Stockton* When built *1872* YEAR. MONTH. *2<sup>nd</sup>*  
 Owners *Norddeutscher Lloyd* Port belonging to *Bremen*  
 Residence *Bremen*  
 By whom built *Pearse* Destined Voyage  
 If Surveyed Afloat or in Dry Dock *of Norddeutscher Lloyd Company.*

Length of Poop *—* ft. Ditto, Forecastle *—* ft. Ditto, Raised Quarter Deck *—* ft. Years assigned. *90 A 1* Character in Register Book.

Last Survey, No. *42 17/393* Port *Bremerhaven* Load *11.76* S.S. No. *1.76*

REPAIRS, OR EXAMINATION AS PER RULE *for Annual Survey*  
*The Vessel placed on blocks in Dry Dock; Keel & Bottom examined & found good, excepting some former Repairs to Stern & Budder posts, which were found defective and have now efficiently been made good.*  
*Examined the Vessel on Decks and in Hold, where practicable and found good.*  
*Caulking of Rinning Deck overhauled and made good, where defective.*  
*The Vessel was taken into Dry Dock to be cleaned, repainted and generally overhauled, which has now been done.*  
*The 17ft. Mark, as the load Waterline, required for Rinning Decked Vessels has been painted on each Side.*

Present Condition of the	<i>Good</i>	<i>Good</i>	<i>Good</i>
Decks	<i>Good</i>	<i>Good</i>	<i>Good</i>
Waterways	<i>Good</i>	<i>Good</i>	<i>Good</i>
Comings	<i>Good</i>	<i>Good</i>	<i>Good</i>
Upper Deck Beams & Fastenings	<i>Good</i>	<i>Good</i>	<i>Good</i>
Lower Deck Beams & Fastenings	<i>Good</i>	<i>Good</i>	<i>Good</i>
Planksheers	<i>Good</i>	<i>Good</i>	<i>Good</i>
Sheerstrakes	<i>Good</i>	<i>Good</i>	<i>Good</i>
Topsides	<i>Good</i>	<i>Good</i>	<i>Good</i>
Wales	<i>Good</i>	<i>Good</i>	<i>Good</i>
Plank (Bottom) and Counter	<i>Good</i>	<i>Good</i>	<i>Good</i>
Engine Room Skylights	<i>good</i>	<i>good</i>	<i>good</i>
Coal Bunker, Openings, Lids, &c.	<i>good</i>	<i>good</i>	<i>good</i>
Scuppers	<i>good</i>	<i>good</i>	<i>good</i>
Cargo and Main Hatchways	<i>good</i>	<i>good</i>	<i>good</i>
Hatches	<i>good</i>	<i>good</i>	<i>good</i>
General Observations, Opinion as to Class, &c.	<i>Good</i>	<i>Good</i>	<i>Good</i>

*This Vessel is now in good & efficient Condition, worthy in my opinion, of being continued on her character.*

The Amount of Entry Fee ... £ ... received by me, *H.P.*  
 Special ... £ *2 : 2 : 0* *2<sup>nd</sup> Novr. 1877*  
 Certificate (if required) ... £ *5 : 0 : 0*  
 (Travelling Expenses, if any, &c. *None*)

Committee's Minute *16 November, 18 77*

Character assigned *90 A 1*  
*PM*

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

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 Foundation

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