

20862.

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. *24* on the *S. S. "Petrarch"* Survey held at *London* Date, first Survey *18 April* Last Survey *3 May* 1878.
 Master *Johns.*
 Tonnage under Tonnage Deck *1444*
 Ditto of Spar. Deck, or Awning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *1693*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam *1297*
 Engine Room
 Reg. Tons as St mer, cut on Bm.

Built at *S. Shlds* When built *1874*
 Owners *M^r Andrew Ho* Port belonging to *London*
 Residence
 By whom built *Readhead* Destined Voyage
 If Surveyed Afloat or in Dry Dock *Afloat & in Dry Dock.*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *100 A. 1.* Character in Register Book.
 Last Survey, No. *19517* Port *Iron* Classed *100 A. 1.* 10-77

REPAIRS, OR EXAMINATION AS PER RULE *Repairs on account of damage &c.*
The vessel has been placed in dry dock, bottom cleaned and examined and recoated with composition.

Aft on port quarter the vessel had received damage, through collision, - second plate from aft of the oberstrake, one plate in strake above and two plates of the rounded gunwale strake renewed, one frame has been entirely renewed and four others have been cut & efficiently repaired, and four beam ends have also been cut and efficiently repaired. Other small repairs have also been done in connection with this damage.

The vessel lost the smallest of the three Bower anchors, it has now been replaced with one of 25" x 10" which make a total weight of the three

Present Condition of the	Roofs when seen	Windlass and Capstan
Decks <i>good</i>	<i>good</i>	<i>good</i>
Waterways <i>do</i>	<i>do</i>	Pumps <i>do</i>
Comings <i>do</i>	Transoms, Pointers, and Crutches <i>do</i>	Boats <i>do</i>
Upper Deck Beams & Fastenings <i>do</i>	Timbers of the Frame at the openings <i>do</i>	Masts, Yards, &c. <i>do</i>
Lower Deck Beams & Fastenings <i>do</i>	Ditto Ditto at other places <i>do</i>	Condition, how ascertained <i>from Deck</i>
Planksheers <i>do</i>	Keelsons <i>do</i>	Sails <i>well found</i>
Sheerstrakes } <i>Plating</i> <i>do</i>	Clamps and Shelves <i>do</i>	Anchors No. of <i>30. 15 & 20</i>
Topsides } <i>do</i>	Ceiling <i>do</i>	Cables <i>complete</i>
Wales } <i>do</i>	Rudder <i>do</i>	Hawsers and Warps <i>good & sufft.</i>
Plating (Bottom) and Counter <i>do</i>	When put on <i>1877</i>	Standing & Running Rigging <i>good</i>
Engine Room Skylights <i>good</i>	Caulking of <i>do</i>	Cargo and Main Hatchways <i>good</i>
Coal Bunker, Openings, Lids, &c. <i>good</i>	Bottom, Deck, & Waterways <i>good</i>	Hatches <i>do</i>
Scuppers <i>do</i>		

General Observations, Opinion as to Class, &c.
This vessel is now in a good and efficient condition and is in my opinion eligible to remain as classed subject to the approval of the Committee as regards the weight of the anchor now supplied.

The Amount of Entry Fee ... £ *2 2 0* received by me, *J. H. ...*
 Certificate (if required) ...
 Committee's Minute *7th May 1878.*
 Character assigned *100 A. 1.*
 Surveyor to Lloyd's Register of British and Foreign Shipping.
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Three anchors to be 84-1-5 instead of 85-2-0 as required by Rule. The anchor now supplied was tested at ^{to 24-19-1-14} Sunderland and the certificate is dated 28th March 1870 & signed by J. Hartness.

Thirty fathoms of chain Cable 1 3/4 Dia. have also been supplied now to replace 30 fathoms that were lost. These 30 fathoms were have been tested at the Sunderland Testing House to 55 1/8 Tons proof strain and to 47 1/8 Tons breaking strain, the Certificates are signed by J. Hartness and dated 18th Sept 1877 and 16th March 1878.

Inside of vessel examined with damage in hold -

J. Dooty
Surveyor

No 22491

Anchor	
1 of	30.2.1
1 "	28.2.4
1 "	27.0.8
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	86.0.13