

REPORT of SURVEY for REPAIRS, &c.

No. 22190 376/11
 Survey held at London Date, first Survey 31 Oct-1878 Last Survey 22 November 1878
 Reg. Book. 199 on the BK Cape Finisterre Master Robertson
 Tonnage under Tonnage Deck 844 Built at Glasgow When built 1874
 Ditto of Spar Deck, or Awning Deck 844 Owners A Lyle & Sons Port belonging to Greenock
 Ditto of Poop 844 Residence Winfate
 Ditto of Raised Qr. Dk. 844 By whom built Winfate Destined Voyage Princes Dry Dock
 Ditto of Houses on Deck 844 If Surveyed Afloat or in Dry Dock Princes Dry Dock
 Gross Tonnage 935
 Crew Space, as per Rule 882
 Register Tonnage, cut on Beam 882
 Engine Room 882
 Reg. Tons as St mer, cut on Bm. 882

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. 100 Character in Register Book. A 1
 Last Survey, No. 16218 Port Iron 5.46

REPAIRS, OR EXAMINATION AS PER RULE for S.S. No 1
Vessel placed in dry dock and her bottom scraped and painted. Rudder lifted and pintles bushed.

The timbers and close ceiling equal to four strakes lifted on both sides of the vessel from right aft - to the chain locker bulkhead which extends across the vessel at a distance of 12 feet abaft the collision bulkhead.

The cement was everywhere found in good condition and closely adhering to the iron. The chain cables covering the whole of the bottom of the locker before referred to, the condition of the cement and frames in the 12ft length could not be ascertained without putting the cables on deck, which the owners are anxious to avoid doing.

A. 11 hammer was supplied.

Present Condition of the						
Decks	<i>Good</i>	Treenails	<i>Paints</i>	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	<i>do</i>	Breasthooks and Stemson		<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>Good</i>
Sheerstrakes	<i>do</i>	Clamps and Shelves		<i>do</i>	Anchors No. of	<i>3B 1S 2K</i>
Topsides	<i>do</i>	Ceiling		<i>do</i>	Cables	<i>Good where seen</i>
Wales	<i>do</i>	Rudder		<i>do</i>	Hawsers and Warps	<i>Good</i>
Plank (Bottom) and Counter	<i>do</i>	Copper Paint When put on	<i>how</i>		Standing & Running Rigging	<i>do</i>
		Caulking of			Cargo and Main Hatchways	<i>do</i>
		Bottom, Deck, & Waterways		<i>Good</i>	Hatches	<i>do</i>
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General Observations, Opinion as to Class, &c. The vessel is now in a good and efficient condition and the Rules for Special Survey not having been complied with except as regards the short length of 12ft as stated above, and the frames and cement being in good condition at every part where examined, it is respectfully submitted under the circumstances that the vessel may be permitted to remain as classed and that S.S. Lon. No. 78 may be recorded
S. Shearle.

The Amount of Entry Fee ... £ ... received by me, 25/11/78
 Certificate (if required) ... £ ...
 (Travelling Expenses, if any, £ ...)
 Committee's Minute 26th November, 1878.

Character assigned 100A 1
The passing Committee decided to record the S.S. No. 78
S.S. No. 78

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



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[4,000-18678.] The Surveyors are requested not to write on or below the space for Committee's Minute.

IRON 481-0290