

REPORT of SURVEY for REPAIRS, &c.

No. *38280*

(Received at London Office, *19 July 79*)

No. in Survey held at *London*

Date, first Survey *8 July 79* Last Survey *12 July 1879*

145 on the *Sewer Dec*

Master *Pettit*

TONNAGE under Tonnage Deck *262*

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

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Reg. Tons as St^rmer, cut on Bm.

Built at *Aberdeen*

When built *1873*

Owners *Adam & Co*

Port belonging to *Aberdeen*

Residence

By whom built *Hall*

Destined Voyage *The North*

If Surveyed Afloat or in Dry Dock *Union Dock Works*

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

Last Survey, No. *21860*

Port *Iron*

Classed *90A*

REPAIRS, OR EXAMINATION AS PER RULE *on Account of Damage*

Cause of Repairs to be clearly stated.

This vessel has now been surveyed while lying on the shore bounding Union Dock.

Repairs, necessary this collision, now done: - On the starb^d bow - 5 frames renewed from the gunwale to varying depths below the sunk forecastle iron flat - also a bent frame faired and stiffened with a boom angle iron - 2 plates on starb^d bow in second strake from gunwale and 3 plates in third strake - renewed. 1 plate of iron deck flat on starb^d side renewed. The wood deck flat of sunk forecastle renewed for half its breadth.

On starb^d quarter - 3 broken frames efficiently strapped.

Present Condition of the		Treenails		Windlass and Capstan	
Decks	<i>Good</i>		<i>Good</i>		<i>Good</i>
Waterways	<i>Dr</i>	Breasthooks and Stemson	<i>Dr</i>	Pumps	<i>Dr</i>
Comings	<i>Dr</i>	Transoms, Pointers, and Crutches	<i>Dr</i>	Boats	<i>Dr</i>
Upper Deck Beams & Fastenings	<i>Dr</i>	Timbers of the Frame at the openings	<i>Dr</i>	Masts, Yards, &c.	<i>Dr</i>
Lower Deck Beams & Fastenings	<i>Dr</i>	Ditto Ditto at other places	<i>Dr</i>	Condition, how ascertained	<i>From deck</i>
Planksheers	<i>Dr</i>	Keelsons	<i>Dr</i>	Sails	<i>Good</i>
Sheerstrakes	<i>Dr</i>	Clamps and Shelves	<i>Dr</i>	Anchors No. of	<i>3B. 18-2K</i>
Upsides	<i>Dr</i>	Ceiling	<i>Dr</i>	Cables	<i>part seen. Good</i>
ales	<i>Dr</i>	Rudder	<i>Dr</i>	Hawsers and Warps	<i>Good</i>
ank (Bottom) and Counter	<i>Dr</i>	Copper (or Y.M.) Cement When put on	<i>7/3</i>	Standing & Running Rigging	<i>Dr</i>
Engine Room Skylights	<i>Good</i>	Caulking of	<i>Good</i>	Cargo and Main Hatchways	<i>Dr</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>	Hatches	<i>Dr</i>
General Observations, Opinion as to Class, &c.					

She is now in a good condition and eligible in our opinion to remain as classed.

The Amount of Entry Fee£ " : " : " received by me,

19/7/79 Special£ 3 : 3 : 2 July 1879

Certificate (if required) to be sent as per margin... } £ : 5 :

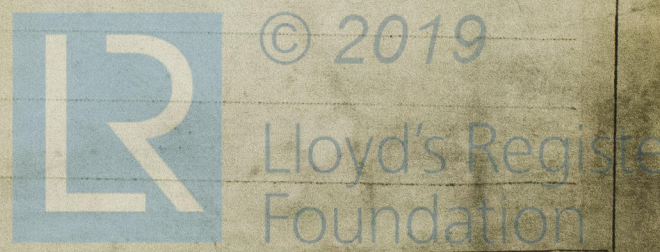
ing Expenses, if any, £)

nittee's Minute

22nd July, 1879

Character assigned

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



IRON486-0324