

REPORT of SURVEY for REPAIRS, &c.

No. 2088

(Received at London Office, 11/2/80)

No. in Survey held at *Falmouth* Date, first Survey *4th Feb^r* Last Survey *9th Feb^r* 1880.

247 on the *Sew Sn "Carfin"* Master *W. Ewen*

TONNAGE under Tonnage Deck *1186*
 Ditto of Spar Deck, or Avning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *1190*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St^rmer, cut on Bm. *766*
 Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *100 A* Character in Register Book.

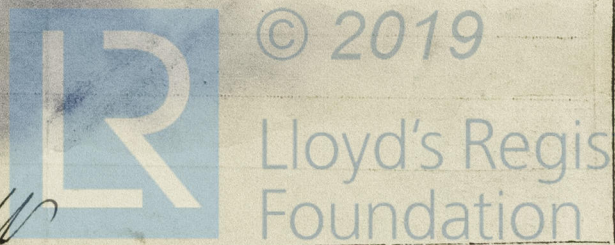
Last Survey, No. *2423* Port *Sw*
 REPAIRS, OR EXAMINATION AS PER RULE (Per Damage) *8,79*
 Cause of Repairs to be clearly stated.

This vessel was assisted into this port in a disabled condition - having broken her Screw Shaft - (for particulars see Engineer's Report of Survey thereon); also had her Towline, (11½"), Hawsers, & Warps more or less stranded and chafed, one coil of 5½" rope cut up in securing the Propeller, and one ditto 2¾" badly broken. Has now had two new pieces of Screw Shaft, &c. - also supplied with 90 fathoms of Towline (9") and 90 fathoms of 5½" Manilla rope, as Compensation for the portions of others cut & chafed during the late accident.

Present Condition of the					
Decks	<i>good</i>	Treenails	<i>Rivets</i>	<i>good</i>	Windlass and Capstan & Winches <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>Plating</i>	Keelsons		<i>do.</i>	Sails <i>well found</i>
Sheerstrakes	<i>"</i>	Clamps and Shelves		<i>do.</i>	Anchors No. of <i>Complete</i>
Topsides	<i>"</i>	Ceiling		<i>do.</i>	Cables <i>Complete</i>
Wales	<i>"</i>	Rudder		<i>do.</i>	Hawsers and Warps <i>Sufficient</i>
Plank (Bottom) and Counter	<i>do.</i>	Copper (or Y.M.)	<i>-</i>	When put on <i>-</i>	Standing & Running Rigging <i>good</i>
Engine Room Skylights <i>good</i>	Coal Bunker, Openings, Lids, &c. <i>good</i>	Caulking of Bottom, Deck, & Waterways	<i>Good</i>		Cargo and Main Hatchways <i>good</i>
General Observations, Opinion as to Class, &c.		Scuppers	<i>good</i>		Hatches <i>good</i>

This vessel is now in good and efficient condition, and in my opinion fit to remain as Classed - with record of this date (2,80)

The Amount of Entry Fee... £ *2* : *2* : *0* received by me, *Will^m Bowden*
 (Damage) Special... £ *2* : *2* : *0* 9/2/1880
 Certificate (if required) to be sent as per margin... £ *-* : *-* : *-*
 (Travelling Expenses, if any, & *Nil*)
 Committee's Minute *Tuesday, February, 17th 1880.*
 Character assigned *100 A*
Lloyd's Reg 2.80 *20/80* *TRW*



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

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