

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, *17/3/80*)

No. *14730*
 No. in Survey held at *Newcastle* Date, first Survey *16th Feb* Last Survey *19th Feb* 1880
 Reg. Book. *403* on the *S. S. "Douglas"* Master *Cornforth*

Official Number *67559*
 Tonnage under Tonnage Deck *827*
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop
 Ditto of Raised Qr. Deck
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *1022*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm. *648*
 Built at *Whitby* When built *1873*
 Owners *Pymon, Bell & Co* Port belonging to *W. Haddock*
 Residence *Quayside Newcastle-on-Tyne*
 By whom built *Jarvis* Destined Voyage *France*
 Surveyed Afloat or in Dry Dock *in the Wallsend Slip*
(State Name of Dock)

Length of Poop *29* ft. Ditto, Forecastle *29* ft. Ditto, Raised Quarter Deck *24* ft.
 Last Survey, No. *24099* Port *Iron* S. S. No. *77* Classed *90A1*
 REPAIRS, OR EXAMINATION AS PER RULE *7.79*
 Cause of Repairs to be clearly stated.

Damage from being run into by the Bk "Caroline Saintry" of Guernsey on the 15th February 1880.

Renewed on Starboard side in wake of After Hatch, 3 frames & 3 Reverse so from tank side to Gunwall, One Hold Beam Stringer Plate, 1 Hold Beam removed, straightened & new Angles, top & Gussset-Plates fitted to same, 1 Carlin to Upper Deck repaired & replaced, 1 Shell Plate renewed & 7 others furnished & replaced.

Bottom cleaned & coated.

Present Condition of the	<i>Good</i>	<i>Timbers</i>	<i>Good</i>	<i>Good</i>
Decks	<i>Good</i>	<i>Timbers</i>	<i>Good</i>	<i>Good</i>
Waterways	<i>✓</i>	Breasthooks and Stemson	<i>✓</i>	Windlass and Capstan
Comings	<i>✓</i>	Transoms, Pointers, and Crutches	<i>✓</i>	Pumps
Upper Deck Beams & Fastenings	<i>"</i>	Timbers of the Frame at the openings	<i>"</i>	Boats
Lower Deck Beams & Fastenings	<i>"</i>	Ditto Ditto at other places	<i>"</i>	Masts, Yards, &c.
Planksheers	<i>✓</i>	Keelsons	<i>"</i>	Condition, how ascertained <i>On Deck</i>
Sheerstrakes	<i>"</i>	Clamps and Shelves	<i>✓</i>	Sails <i>Sufficient</i>
Topsides	<i>"</i>	Ceiling	<i>"</i>	Anchors No. of <i>3 B. 15. 2 W</i>
Wales	<i>"</i>	Rudder	<i>"</i>	Cables <i>270 fathoms</i>
Plank (Bottom) and Counter	<i>"</i>	Copper <i>Paint</i> When put on <i>Iron</i>	<i>"</i>	Hawsers and Warps <i>Sufficient</i>
Engine Room Skylights <i>Good</i>	<i>Good</i>	Caulking of Bottom, Deck, & Waterways	<i>Good</i>	Standing & Running Rigging <i>Sufficient</i>
Coal Bunker, Openings, Lids, &c. <i>Good</i>	<i>Good</i>	Scuppers	<i>Good</i>	Cargo and Main Hatchways <i>Good</i>
Hatches <i>Good</i>	<i>Good</i>			

General Observations, Opinion as to Class, &c.
The above named repairs having been efficiently executed & the vessel otherwise appearing in good condition, I am of opinion she is eligible to remain as classed.

The Amount of Entry Fee ... £ *3* : - : - received by me, *W. S.*
 Special ... £ *2* : *2* : - *26 Feb 1880*
 Certificate (if required) to be sent as per margin... £ - : - : -
 (Travelling Expenses, if any, £ - : - : -)

Committee's Minute *Tuesday, March 2nd 1880*
 Character assigned *90A1*
J. B. W. D. 1880



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

1880490 - 0302