

REPORT of SURVEY for REPAIRS, &c.

No. *26157* Survey held at *London* Date, first Survey *15th Dec^r* Last Survey *19th Dec^r* 1879
 Reg. Book *651* on the Ship *Prince Oscar* Master *J. Powles*
 Tonnage under Tonnage Deck *1201* Built at *W. Hartlepool* When built *1864* 10
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop
 Ditto of Raised Or. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *1292*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam *1292*
 Engine Room
 Reg. Tons as S^rmer, cut on Bm.
 Owners *S. R. Graves* Port belonging to *Liverpool*
 Residence
 By whom built *Pile* Destined Voyage
 If Surveyed Afloat or in Dry Dock *Bridge dry dock & Afloat*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. Character in Register Book.
 Last Survey, No. *20291* Port *Grn* S. S. Lon. No. *3-76* **A.1.* *3-76*

REPAIRS, OR EXAMINATION AS PER RULE *Damage &c.*
Examined bottom and found vessel to have sustained no damage there, one broken Iron bulwark stanchion renewed and five stanchions where started riveted. Topgallant rail and bulwark where gone renewed, anchor lining on Port side renewed, rail mouldings where damaged repaired, Rudder bushed and the bottom coated with Patent Composition.

Cause of Repairs to be clearly stated.

Present Condition of the					
Decks	<i>Good</i>	<i>Greenails</i>	<i>Rivets</i>	<i>Good</i>	Windlass and Capstan <i>Good</i>
Waterways	<i>—</i>	<i>Breasthooks and Stems</i>	<i>—</i>	<i>—</i>	Pumps <i>—</i>
Comings	<i>—</i>	<i>Transoms, Pointers, and Crutches</i>	<i>—</i>	<i>—</i>	Boats <i>—</i>
Upper Deck Beams & Fastenings	<i>—</i>	<i>Timbers of the Frame at the openings</i>	<i>—</i>	<i>—</i>	Masts, Yards, &c. <i>—</i>
Lower Deck Beams & Fastenings	<i>—</i>	<i>Ditto at other places</i>	<i>—</i>	<i>—</i>	Condition, how ascertained <i>from deck</i>
Planksheers	<i>—</i>	<i>Keelsons</i>	<i>—</i>	<i>—</i>	Sails <i>Good</i>
Sheerstrakes	<i>—</i>	<i>Clamps and Shelves</i>	<i>—</i>	<i>—</i>	Anchors No. of <i>3 1/2 15 2 1/2</i>
Topsides	<i>—</i>	<i>Ceiling</i>	<i>—</i>	<i>—</i>	Cables <i>Good</i>
Wales	<i>—</i>	<i>Rudder</i>	<i>—</i>	<i>—</i>	Hawsers and Warps <i>—</i>
Plank (Bottom) and Counter	<i>—</i>	<i>Copper Bent When put on</i>	<i>1864</i>	<i>—</i>	Standing & Running Rigging <i>—</i>
Engine Room Skylights	<i>—</i>	<i>Caulking of</i>	<i>—</i>	<i>—</i>	Cargo and Main Hatchways <i>Good</i>
Coat Cases, Openings, Lids, &c.	<i>—</i>	<i>Bottom, Deck, & Waterways</i>	<i>Good</i>	<i>—</i>	Hatches <i>Good</i>
Scuppers	<i>Good</i>				

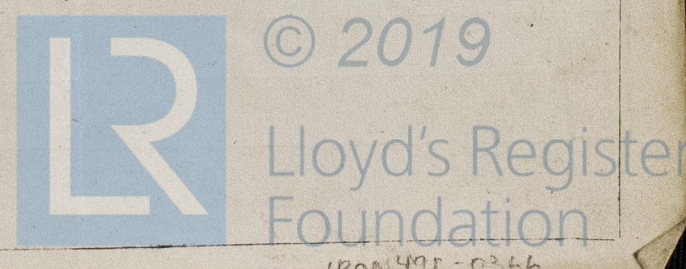
General Observations, Opinion as to Class, &c. *This vessel is now in good and efficient condition, and in my opinion eligible to remain as classed.*

The Amount of Entry Fee ... £ *1 : 1* received by me, *18*
 Certificate (if required) ... £ *1 : 1*
 (Travelling Expenses, if any, £ *—*)

Committee's Minute *4th April, 1879.*

Character assigned *Sp Damage &c. 2*
12/4/79

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



[4,000—28/9/78.] (The Surveyors are requested not to write on or below the space for Committee's Minute.)