

REPORT of SURVEY for REPAIRS, &c.

No. 2725

28773 (Reg 9/12/80)

No. in Reg. Book. *Survey held at Belfast* Date, first Survey *2nd Nov* Last Survey *8th Nov* 18*80*

308 on the *S.S. Italia* Master *W. E. Miller*

TONNAGE under Tonnage Deck *368*
 Ditto of Spar Deck, or Avoning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *410*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St^rmer, cut on Bm. *245*

Built at *Greenock* When built *1869* 7th MONTH
 Owners *Belfast Ship Co. L* Port belonging to *Belfast*
 Residence *Belfast*
 By whom built *Scott* Destined Voyage *Coasting*
 If Surveyed Afloat or in Dry Dock *On patent slip*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *1* Character in Register Book. *A. 1.*

Last Survey, No. *11991* Port *Dun* Classed *S. S. Bel No 276* 11-79

REPAIRS, OR EXAMINATION AS PER RULE *Repairs*

Vessel placed on a patent slip, bottom and keel examined, and it did not appear that she had sustained any damage through having been on the ground. General shifts of ceiling removed inside and the cement examined and found unbroken and in good order.

After end of shaft removed for examination and found broken, and a new after piece of shaft supplied. Bottom of vessel recoated with black varnish.

Present Condition of the	<i>Good</i>	<i>Tree-nails</i>	<i>Good</i>	<i>Windlass and Capstan</i>	<i>Good</i>
Decks	<i>Good</i>	<i>Breasthooks and Stemson</i>	<i>Good</i>	<i>Pumps</i>	<i>Good</i>
Waterways	<i>Good</i>	<i>Transoms, Pointers, and Crutches</i>	<i>Good</i>	<i>Boats</i>	<i>Good</i>
Comings	<i>Good</i>	<i>Timbers of the Frame at the openings</i>	<i>Good</i>	<i>Masts, Yards, &c.</i>	<i>Good</i>
Upper Deck Beams & Fastenings	<i>Good</i>	<i>Ditto Ditto at other places</i>	<i>Good</i>	<i>Condition, how ascertained</i>	<i>from deck</i>
Lower Deck Beams & Fastenings	<i>Good</i>	<i>Keelsons</i>	<i>Good</i>	<i>Sails</i>	<i>Good</i>
Plank-sheers	<i>Good</i>	<i>Clamps and Shelves</i>	<i>Good</i>	<i>Anchors No. of</i>	<i>3 B - 15 - 24</i>
Sheerstrakes	<i>Good</i>	<i>Ceiling</i>	<i>Good</i>	<i>Cables</i>	<i>Part seen Good</i>
Topsides	<i>Good</i>	<i>Rudder</i>	<i>Good</i>	<i>Hawsers and Warps</i>	<i>Good</i>
Wales	<i>Good</i>	<i>Copper Pl^g Varnish When put on</i>	<i>now</i>	<i>Standing & Running Rigging</i>	<i>Good</i>
Plating	<i>Good</i>	<i>Caulking of</i>	<i>Good</i>	<i>Cargo and Main Hatchways</i>	<i>Good</i>
Plank (Bottom) and Counter	<i>Good</i>	<i>Bottom, Deck, & Waterways</i>	<i>Good</i>	<i>Hatches</i>	<i>Good</i>
Engine Room Skylights	<i>Good</i>	<i>Coal Bunker, Openings, Lids, &c.</i>	<i>Good</i>	<i>Scuppers</i>	<i>Good</i>

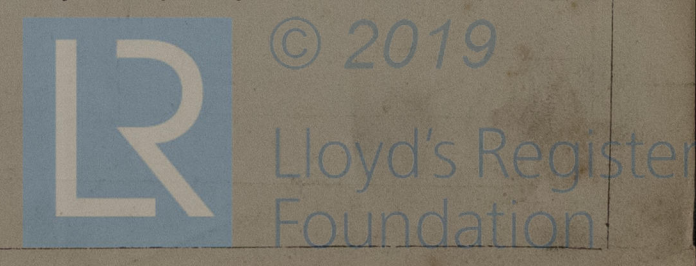
General Observations, Opinion as to Class, &c.

This vessel is now in good condition and is eligible in my opinion to remain Classed A. 1.

The Amount of Entry Fee ... £ *2 : 0 : 0* received by me, *J. W. Scullard*
 Special ... £ *7/12 1880*
 Certificate (if required) ... £ : :
 (Travelling Expenses, if any, £)

Committee's Minute *Friday, December 10th 1880.*

Character assigned *A. 1.*



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

IRON 47-0362