

# REPORT of SURVEY for REPAIRS, &c.

No. *142* in Survey held at *London* Date, first Survey *and* Last Survey *12 Mar. 1881*  
 Reg. Book. *on the* *Iron S.S. Camilla* Master *Haydon*  
 TONNAGE under Tonnage Deck *220* Built at *Newcastle* When built *1866*  
 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 *956* Owners *Lon. S. Ship Co. Lim<sup>d</sup>* Port belonging to *London*  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St<sup>r</sup>mer, cut on Bm. *722* Residence  
 By whom built *Palmer's Co<sup>d</sup>* Destined Voyage *Matta via Cardiff*  
 If Surveyed Afloat or in Dry Dock *Afloat alongside Limekiln Wharf*  
 Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *100* Character in Register Book. *A 1*  
 Last Survey, No. *52* Port *Matta* Classeq *S. S. Lon. No 3 79*  
 REPAIRS, OR EXAMINATION AS PER RULE  
 Cause of Repairs to be clearly stated. *11. 20*

The above vessel was damaged through colliding with Penzance pier on the night of Jan<sup>y</sup> 21<sup>st</sup> 81, while hauling out in bad weather. She continued on her voyage to Matta, where a large number of rivets were renewed, and one broken frame repaired.

She was examined on the above date for the purpose of ascertaining whether she was perfectly efficient to go on her intended voyage, which the owners wished her to do before entering upon the repairs. The port side was found to be indented in several places throughout the main hold, but nothing broken or cracked could be seen - excepting the frame referred to above & which was repaired, - a few rivets were found to be slightly leaking - these have now been renewed.

## Present Condition of the

Decks	Good	Tree-nails	Rivets	Good	Windlass and Capstan	Good
Waterways	— " —	Breasthooks and Stemson	— " —	— " —	Pumps	— " —
Comings	— " —	Transoms, Pointers, and Crutches	— " —	— " —	Boats	— " —
Upper Deck Beams & Fastenings	— " —	Timbers of the Frame at the openings	— " —	— " —	Masts, Yards, &c.	— " —
Lower Deck Beams & Fastenings	— " —	Ditto Ditto at other places	— " —	— " —	Condition, how ascertained	— " —
Planksheers	— " —	Keelsons	— " —	— " —	Sails	— " —
Sheerstrakes	— " —	Clamps and Shelves	— " —	— " —	Anchor's No. of	— " —
Topsides	— " —	Ceiling	— " —	— " —	Cables	— " —
Wales	— " —	Rudder	— " —	— " —	Hawsers and Warps	— " —
Plank (Bottom) and Counter	Not seen	Copper (or Y.M.) Coated When put on	PO	— " —	Standing & Running Rigging	Good
Engine Room Skylights	Good	Caulking of	Good	— " —	Cargo and Main Hatchways	Good
Coal Bunker, Openings, Lids, &c.	Good	Bottom, Deck, & Waterways	Good	— " —	Hatches	Good
Scuppers	— " —					

General Observations, Opinion as to Class, &c.

Nothing could be said against her efficiency for going on her intended voyage: I am therefore of opinion that she is eligible to continue as classed, and at the same time respectfully submit that the recommendations as to the fairing of the plates be carried out on her return from this voyage, when it is the owner's intention to place her in a Dry Dock.

The Amount of Entry Fee ... £ : : received by me, *James Surpin*  
*4/4* Special ... £ 1 : 1 : *9 May 1881*

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

Travel Expenses, if any, £

For ittee's Minute

Tuesday April 5th 1881.

Character assigned *Delayed*

*for future survey*  
*ITB*