

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, 6. 5. 82.)

No. *SS No 1.* Date, first Survey *April 17* Last Survey *May 1st* 1882
 No. in Reg. Book. *186* on the *SS Hawthorns* Master *Scott*

TONNAGE under Tonnage Deck *625*
 Ditto of Spar Deck, or Awaiting Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *752*
 Crew Space, as per Rule
 Register Tonnage, out on Beam
 Engine Room
 Reg. Tons as St'wer, out on Bm. *473*

Built at *Newcastle* When built *1861*
 Owners *J Fenwick & Co* Port belonging to *London*
 Residence
 By whom built *Palmer Bros* Destined Voyage *Fyne (Coal Trade)*
 If Surveyed Afloat or in Dry Dock *Pontoon Victoria St & Afloat*
 (State Name of Dock)

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.*
 Years assigned. *1* Character in Register Book. *1. 7.80*

Last Survey, No. *27334* Port *Trove*
 REPAIRS, OR EXAMINATION AS PER RULE *Special Survey No 1.*
 Cause of Repairs to be clearly stated.

At the present time the vessel placed on the Pontoon the timbers at the bilges on both sides of double bottom lifted; also a good part of the ceiling on the top of ditto taken up to examine the top plating & to test it. Man hole doors removed the bottom cleaned examined and found good (except that stated below) the cement adhering firmly to the iron and where worn or required cutting out for repairs has been mended or renewed. The coal bunkers cleared out and the oxidation cut off and examined. Windlass stripped & unhooking the chain cables ranged on deck 240 fathoms in all. The Main deck stringer plates running past the fore end of half poop into the coal bunkers being damaged by the coals falling from the openings in the $\frac{1}{2}$ poop deck have been doubled at that part; 5 floors doubled in the boiler room & Main Keelson repaired in ditto. P.T.O.

| Present Condition of the | Treenails | Rivets | Windlass and Capstan |
|--|-----------|--------|--|
| Decks | Good | Good | Good |
| Waterways | " | " | Pumps |
| Comings | " | " | Boats |
| Upper Deck Beams & Fastenings | " | " | Masts, Yards, &c. |
| Lower Deck Beams & Fastenings | " | " | Condition, how ascertained |
| Plank sheers | " | " | Sails |
| Sheerstrakes | " | " | Anchors No. of 3 <i>Pro 12 & Redus</i> |
| Topsides | " | " | Cables <i>Complete 240 fms</i> |
| Wales | " | " | Hawsers and Warps |
| Plank (Bottom) and Counter | " | " | Standing & Running Rigging |
| Engine Room Skylights | Good | Good | Cargo and Main Hatchways |
| Coal Bunker, Openings, Lids, &c. | Good | Good | Hatches |
| General Observations, Opinion as to Class, &c. | | | |

She is now in an efficient state and eligible to remain as classed and to be marked SS London No 1, 1882.

The Amount of Entry Fee ... £ 4 : 4 : 0 received by me, *COB*
 Special ... £ 4 : 4 : 0 9/5/1882

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

(Travelling Expenses, if any, £)

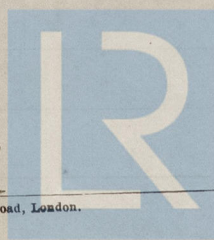
Committee's Minute Tuesday, 24 May, 1882.

Character assigned

B & H S 4,023 S S No 1-82

ROBT. EDM. TAYLOR & SON, Commercial Steam Printers, 19, Old Street Goswell Road, London.

Senhouse Martinale
 Surveyor to Lloyd's Register of British and Foreign Shipping.



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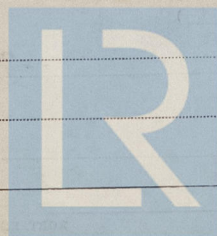
41437 *don*

Several rivets in the Keel and ⁱⁿ bottom plating renewed,
also a great number in the girders fore & aft angle irons in
the double bottom, New angle irons on the strong Boiler Room
Beam through the coal bunkers, Rudder repaired.

Double bottom tested to light mark, Coated inside & out.

In addition to the 240 ft of chain cable stated on the other side, she has 30 ft
more & a 4th Bower anchor which she had lost while at anchor and was
recovered & put on board again.

Senhouse Martindale



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