

REPORT of SURVEY for REPAIRS, &c.

No. 1107 on the *Sam Sam Steamship* "Supperich"  
No. in Survey held at *London* Date, first Survey *June 6<sup>th</sup>* Last Survey *June 10<sup>th</sup>* 1882  
Reg. Book. (No. of Visits)  
Master *J. C. Morton*  
TONNAGE under Tonnage Deck *1274*  
Ditto of Spar Deck, or Awning Deck  
Ditto of Poop  
Ditto of Raised Qr. Dk.  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage *1401*  
Crew Space, as per Rule  
Register Tonnage, cut on Beam  
Engine Room  
Reg. Tons as St' mer, cut on Bm. *893*  
Built at *Newcastle* When built *1878*  
Owners *Angus Morrison* Port belonging to *London*  
Residence *Official 18 Bishopsgate London*  
By whom built *Bell & Davis* Destined Voyage *Kingston Jamaica*  
Surveyed Afloat ☒ in Bay Dock *the West India Dock London*  
(State Name of Dock)

Length of Poop *26* ft. Ditto, Forecastle *30* ft. Ditto, Raised Quarter Deck *7* ft.  
Last Survey, No. *249* Port *N.Y.K.* Years assigned. *100 A.1*  
REPAIRS, OR EXAMINATION AS PER RULE *for S.S. No. 1. in part* Character in Register Book. *7.81*  
Cause of Repairs to be clearly stated.

The whole of the ceiling has been removed from the top of double bottom, and the tanks tested to tight line, and found tight and efficient. The timbers and plating in excess of the Rules lifted in the fore, and after holds, the spaces cleaned, and cement examined. It was found that the cement at places was not carried sufficiently up the bulges, and the ceiling in way of same has been taken up and the cement carried up to a proper height as recommended. The masts and spars with general equipment have been examined. It is intended to do so when bound on her return voyage for examination, which will complete the requirements of the survey for S.S. No. 1.

Present Condition of the Decks <i>good</i>	Trunnions <i>good</i>	Stanchions <i>good</i>	Windlass and Capstan <i>good</i>
Waterways <i>good</i>	Breasthooks and Stems <i>do</i>	Pumps <i>do</i>	Boats <i>4 do</i>
Comings <i>do</i>	Transoms, Pointers, and Crutches <i>good</i>	Masts, Yards, &c. <i>good</i>	Condition, how ascertained <i>examination</i>
Upper Deck Beams & Fastenings <i>good</i>	Timbers of the Frame at the openings <i>do</i>	Sails <i>complete</i>	Anchors No. of <i>3 B 1 S. 2 H</i>
Lower Deck Beams & Fastenings <i>do</i>	Ditto Ditto at other places <i>do</i>	Cables <i>not ranged</i>	Hawsers and Warps <i>good</i>
Planksheers <i>none</i>	Keelsons <i>do</i>	Standing & Running Rigging <i>good</i>	Cargo and Main Hatchways <i>good</i>
Sheerstrakes <i>do</i>	Clamps and Shelves <i>strings</i>	Hatches <i>good</i>	
Topsides <i>plated</i>	Ceiling <i>do</i>		
Wales <i>plated</i>	Rudder <i>do</i>		
Plank (Bottom) and Counter <i>plated</i>	Copper (or Y.M.) <i>When put on</i>		
Engine Room Skylights <i>good</i>	Caulking of Bottom, Deck, & Waterways <i>good</i>		
Coal Bunker, Openings, Lids, &c. <i>good</i>			
General Observations, Opinion as to Class, &c. <i>Being in good and efficient condition when bound in my opinion eligible to remain as classed, and when docked if favorably reported she may be marked in the Register Book S.S. No. 1 82</i>			

The Amount of Entry Fee ... £ 2 : 7 : 8 received by me, *20/7/1882*  
Special ... £ 3 : 3 : 0  
Certificate (if required) to be sent as per margin... £ 5 :  
(Travelling Expenses, if any, £ *none charged*)  
Committee's Minute  
Character assigned *100 A.1*  
*SS No. 1-82*  
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