

REPORT of SURVEY for REPAIRS, &c.

420.04

No. *999* on the *Iron S.S. Stork*
 Date, first Survey *October 3rd* Last Survey *November 29th* 1882
 (Received at London Office, *Friday 8th December,*)
 Reg. Book. *London* Master *John Woodward*
 (No. of Visits *1*)

Official Number *50093*

TONNAGE under Tonnage Deck *685*
 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 *843*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St'mer, cut on Bm. *481*

Built at *Dundee* When built *1864*
 Owners *General Steam Nav. Co., Ltd.* Port belonging to *London*
 Residence
 By whom built *Gourlay Brothers* Destined Voyage *Hamburg*
 If Surveyed Afloat or in Dry Dock *G.S.N. Co. Dry Dock Deptford & Afloat*
 (State Name of Dock) Years assigned. Character in Register Book.

Length of Poop *62* ft. Ditto, Forecastle *48* ft. Ditto, Raised Quarter Deck *ft.*
 Last Survey, No. *27996* Port *London* S.S. *Lon No 3-78* Classed *A 1*
 REPAIRS, OR EXAMINATION AS PER RULE *for Special Survey No 1* Society's Load-Line (if assigned) as painted on Ship *10,80*
 Cause of Repairs to be clearly stated. Society's Freeboard (if assigned) as painted on Ship

This vessel has now been placed in dry Dock the bottom examined and re-coated with Black Varnish. The timber boards and loose Ceiling equal to more than three strokes fore and aft on each side lifted, the floors cleaned and cement washed up to bilges, the cement examined and found good and adhering satisfactorily to the iron. The between decks recaulked the iron work above bilges inside cleaned and re-coated with Paint. The Rudder repaired, windlass examined Chain Cables removed from the lockers and ranged, and found 270 fathoms, and with the anchors and General Equipment attended to.

Present Condition of the

Decks	<i>Good</i>	Transoms	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	<i>Good</i>	Breasthooks and Stemson	<i>Good</i>	Pumps	<i>Good</i>
Comings	<i>Good</i>	Transoms, Pointers, and Crutches	<i>Good</i>	Boats	<i>5</i>
Upper Deck Beams & Fastenings	<i>Good</i>	Timbers of the Frame at the openings	<i>Good</i>	Masts, Yards, &c.	<i>Good</i>
Lower Deck Beams & Fastenings	<i>Good</i>	Ditto Ditto at other places	<i>Good</i>	Condition, how ascertained	<i>Examined</i>
Planksheers	<i>Good</i>	Keelsons	<i>Good</i>	Sails	<i>Sufficient</i>
Sheerstrakes	<i>Good</i>	Clamps and Shells	<i>Strung</i>	Anchors	<i>No. of 3 B, 1 S, & 2 K</i>
Topsides	<i>Good</i>	Ceiling	<i>Good</i>	Cables	<i>ranged 270 fathoms good</i>
Wales	<i>Good</i>	Rudder	<i>pinches bushed</i>	Hawsers and Warps	<i>Sufficient</i>
Plank (Bottom) and Counter	<i>Good</i>	Copper (or Y.M.)	<i>When put on</i>	Standing & Running Rigging	<i>Good</i>
Engine Room Skylights	<i>Good</i>	(State if on Felt.)	<i>Cemented</i>	Cargo and Main Hatchways	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Cement (if Iron Ship)	<i>Good</i>	Hatches	<i>Good</i>
General Observations, Opinion as to Class, &c.	<i>Good</i>				

This vessel is now in good and efficient condition and eligible in my opinion to remain as classed with S.S. London No 1-82 recorded in the Register Book

The Amount of Entry Fee ... £ *4 : 4 : 0* received by me, *J. W. Miles*
 Special ... £ *4 : 4 : 0* 1st Feb 1883
 Certificate (if required) to be sent as per margin... £ *5 : 0 : 0*
 (Travelling Expenses, if any, £ *0*)

Committee's Minute *Approved, 12th December, 1882*
 Character assigned *A 1*
12/12/82 *S.S. Lon No 1-82*
 Surveyor to Lloyd's Register of British and Foreign Shipping.