

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office, 5 7 84

No.

No. in Reg. Book

Survey held at

Date, First Survey

Last Survey

1884

(No. of Visits)

Master

YEAR.

MONTH.

TONNAGE:

NET

GROSS

UNDER DEK.

Built at

Sunderland By whom

When

1867

8

Owners

A. L. Elder & Co

Port belonging to

London

Owner's Address

(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock

Afloat Name of Dock

Destined Voyage

Adelaide.

Length of Poop

ft.: of Forecastle

ft.: of Raised Qr. Deck

ft.: Moulded Depth

ft. ins.

(if these particulars are not yet recorded in the Register Book.)

Classed

18

A. 15.84

Last Survey, No.

43766

Port London

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)

Society's Freeboard

(if assigned)

as painted on Ship-

in salt water

ft. ins.

in fresh water

ft. ins.

Character in Register Book.

REPAIRS, OR EXAMINATION AS PER RULE

Damage repairs, now done; One shift of teak planking in the sheerstrake and one in the covering boards twenty eight & fourteen feet in length respectively renewed; two leak stanchions and thirty five feet of main rail renewed; four shifts of bulwark planking renewed, curtain-board, groundings and mouldings in way of the same repaired and renewed where necessary; thirty five feet of pin rail renewed with Amer Elm; three top gallant stanchions renewed, the bulwarks in way of same repaired and new gangway rail fitted; compass rail round stern renewed for a length of twenty-five feet with danzic oak, three teak stanchions renewed, new graving piece fitted, rope netting and wire ridge rope, around stern repaired and renewed, spanker boom guys & sheet renewed, steering gear casing repaired, new life buoy and port anchor stock supplied, new work caulked and the seams in the vicinity of the damage outside and on deck hardened up. The vessel has been examined by a diver who reports that the metal sheathing has not sustained any damage.

PRESENT CONDITION OF THE

Decks good  
Waterways "  
Comings "  
Up'r Dk. Beams & Fastenings not seen  
Low'r Dk. Beams & Fastenings "  
Plank sheers good  
Sheerstrakes good  
Topsides good  
Wales good

Plank (Bottom) & Counter not seen  
Treenails or Rivets "  
Breasthooks and Stemson not seen  
Transoms, Pointers, & Crutches "  
Timbers of Frame at the openings "  
Ditto ditto at other places "  
Keelsons not seen  
Clamps & Shelves "

Ceiling not seen  
Rudder "  
Copper, or Y.M. When put on (State if on Felt.) "  
Cement (if Iron Ship) not seen  
Caulking of Bottom, Dk, & Watrways good  
Windlass & Capstan good  
Pumps good

Boats good  
Masts, Yards, &c. good where seen  
Condition, how ascertained from deck  
Sails not seen  
Anchors - No. of "  
Cables not seen  
Hawsers & Warps "  
Standing & Running Rigging good

Engine Room Skylights Coal Bunker, Openings, Lids, &c. Scuppers good Cargo & Main Hatchways good Hatches good

General Observations, Opinion as to Class, &c.: This vessel is now in good and efficient condition and in my opinion eligible to remain as classed.

Entry or Registration Fee (if chargeable) (per Section 27, Scale I. or II.)  
Survey Fee (per Section 28)  
Special Damage Fee (if any) (per Sec. 28)  
Certificate (if required)  
Travelling Expenses (if chargeable)  
Second Surveyor's Fee (if any)

received by me,

10 July 1884

Thomas Samuel Warren  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

TUESDAY 8 JULY 1884

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 18, Old Street, Goswell Road, London

