

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

TUESDAY 13 DEC 1884

0. in Book. Survey held at *London* Date, First Survey *22<sup>nd</sup> Nov<sup>r</sup>* Last Survey *8<sup>th</sup> Dec<sup>r</sup>* 1884  
 10 on the *Iron Sew. Sr. "Kent"* (No. of Visits)  
 Master *W. Mitchell*  
 TONNAGE:— Built at *Glasgow* By whom *Low & Glas. S. B. Co* When *1883*  
 NET *1620* Owners *M. Wigram & Sons (Lim)* Port belonging to *Glasgow*  
 GROSS *2484* Owner's Address  
 UNDER DK. *2373* (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *in Dry Dock* Name of Dock *West India Dry Dock* Destined Voyage *Australia*

Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins. Character in Register Book.  
 (if these particulars are not yet recorded in the Register Book.)

Classed *100A.1*  
 Last Survey, No. *4323* Port *Son*  
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship- ) in salt water *ft.* ins. in fresh water *ft.* ins.

REPAIRS, OR EXAMINATION AS PER RULE *Annual Survey.*

The bottom has been examined and coated. An anchor particulars as follows  
 now supplied in place of the smaller kedge lost viz: weight ex stock  
*2-2-2* - proof strain *5-0-2-0* - A. L. Jack Sup<sup>d</sup> at Chester 11<sup>th</sup> June 1884.  
 This weight is 26 lbs. below that required by the Rules - the weight ex stock  
 however of the larger kedge according to the marks on it is 45 lbs. above  
 the weight required by the Rules for larger kedge.

PRESENT CONDITION OF THE		Platt							
Decks	<i>good</i>	Plank (Bottom) & Counter	<i>good</i>	Ceiling	<i>good</i>	Boats	<i>good</i>		
Waterways	<i>do</i>	Trussing or Rivets	<i>do</i>	Rudder	<i>do</i>	Masts, Yards, &c.	<i>do</i>		
Comings	<i>do</i>	Breasthooks and Stemson	<i>do</i>	Windlass & Capstan	<i>do</i>	Condition, how ascertained	<i>from deck</i>		
Up'r Dk. Beams & Fastenings	<i>do</i>	Transoms, Paints, & Crutches	<i>do</i>	Pumps	<i>do</i>	Sails	<i>good</i>		
Low'r Dk. Beams & Fastenings	<i>do</i>	Timbers of Frame at the openings	<i>do</i>	Cement (if Iron Ship)	<i>do</i>	Anchors	No. of <i>3 B. 1 L. 2 K</i>		
Planksheers	<i>do</i>	Ditto ditto at other places	<i>do</i>	Caulking of Bot'm, D'k, & Watrways	<i>do</i>	Cables	<i>good</i>		
Sheerstrakes	<i>do</i>	Keelsons	<i>do</i>	Copper, or V.M. (State if on Edge)	<i>do</i>	Hawsers & Warps	<i>do</i>		
Topsides	<i>do</i>	Clamps & Shells	<i>do</i>	When put on	<i>do</i>	Standing & Running Rigging	<i>do</i>		
Wales	<i>do</i>					Hatches	<i>do</i>		
Engine Room Skylights	<i>do</i>	Coal Bunker, Openings, Lids, &c.	<i>do</i>	Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>		

## General Observations, Opinion as to Class, &c.:

This vessel is in good and efficient condition and eligible in my opinion to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 27.	£	:	:	
Office Fee (if chargeable) per Scale II., Sec. 27.	£	:	:	
Survey Fee (per Section 28)	£	0	0	0
Special Damage Fee (if any) (per Sec. 28)	£	:	:	
*Certificate (if required)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

received by me, 188

*J. H. Truscott*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute  
 Character assigned

WEDNESDAY 24 DEC 1884