

REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

WLDNE 13 MARCH 1885

Survey held at London Date, First Survey 28/2/85 Last Survey 1/3/1885
 on the Partly Castle (No. of Visits)
 Master Smear
 Built at Glasgow By whom J. Elder & Co. When 1880 - 12
 Owners J. Currie & Co. Port belonging to London
 Owners' Address
 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock Dry Dock Name of Dock James Hall Destined Voyage Cape Town

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.
 (if these particulars are not yet recorded in the Register Book.)
 Years assigned, if a Wood Ship. Character in Register Book.

Classed 100A
 Last Survey, No. 111174 Port London

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) in salt water ft. ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship. in fresh water ft. ins.
 If any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE Part Special Survey 10%.

This vessel has been placed in dry dock the bottom cleaned scraped and painted, several rivets renewed in Rudder. The timber boards and ceiling equal to one plank all fore and aft on each side removed except in cross Bunker which was full of coal. The cement examined and found to satisfactorily adhere to the iron, all the spaces cleaned & the iron work repainted. The after Ballast Tank tested by a head of water to the height of the light water line. The chain cables were ranged 300 fms. The fore and after Peaks &c. cleared and examined. The masts and spars overhauled.

The owners propose to test the Midship Ballast Tank with water and the timbers and ceiling as required by the Rule in the Cross Bunker.

PRESENT CONDITION OF THE	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Decks	✓	Trunnels or Rivets	✓	Rudder	✓	Masts, Yards, &c.	✓
Waterways	✓	Breasthooks & Stemson	✓	Windlass & Capstan	✓	Condition, how ascertained	from Dk
Comings	✓	Transoms, Pointers, & Crutches	✓	Pumps	✓	Sails	Good
Up'r Dk. Beams & Fastenings	✓	Timbers of Frame at the openings	✓	Cement (if Iron Ship)	✓	Anchors	No. of 3 B, 18.2 K
Low'r Dk. Beams & Fastenings	✓	Ditto ditto at other places	✓	Caulking of Bot'm, D'k, & Watrways	✓	Cables	300 fms range good
Planksheers	✓	Keelsons	✓	Copper, or Y.M. (State if on Felt.)	✓	Hawsers & Warps	Sufficient
Sheerstrakes	✓	Clamps & Shelves	✓	When put on	✓	Standing & Running Rigging	good
Topsides	✓	Coal Bunker, Openings, Lids, &c.	✓	Scuppers	good	Cargo & Main Hatchways	good
Wales	✓					Hatches	✓
Engine Room Skylights	✓						

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

This Vessel now appears to be in a sound and efficient condition eligible in my opinion to remain as classed, and I have the notation S.S. Lou 101-85 recorded when Midship Ballast Tank and Cross Bunker has been surveyed as described above.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : :
 Office Fee (if chargeable) per Scale II., Sec. 27. £ : :
 Survey Fee (per Section 28) 26/3/85 £ 4 : 0 } received by me. }
 Special Damage Fee (if any) (per Sec. 28) £ : : }
 (if required). See margin. £ : : }
 Agent's Fees (if chargeable) £ : : }
 Surveyor's Fee (if any) £ : : }

Committee's Minute 3.80
 Character assigned 100A
 Note the port S.S. Lou

FRIDAY 27 MARCH 1885

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

Lloyd's Register Foundation