

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

SAT 13 APRIL 1885

No. in Reg. Book. 368 Survey held at London Date, First Survey 31st March Last Survey 13th April 1885 (No. of Visits)

On the Iron Sew. Tr. "Berrington." Master R. Scarfe

TONNAGE: NET 508 Built at Newcastle By whom Palmers' Co When 1865 9th

GROSS 794 Owners J. Fenwick & Srs. Port belonging to Sunderland

UNDER DK. 724 Owners' Address (if not already recorded in Appendix to Register Book.) Victoria Docks

If Surveyed Afloat or in Dry Dock On Port Name of Dock Victoria Docks Destined Voyage Shields.

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. Character in Register Book.

Classed P.O.A. 1

Last Survey, No. 43545 Port Lon S.S. Nore. N°3-76. S.S. Lon. N°2-82. 2, 84

(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 (if assigned) as painted on Ship. in fresh water ft. ins. of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE

The bottom has been examined and several rivets in outside plating renewed. The bottom coated. Pintles of rudder rebushed. The holds from the top of close ceiling to the upper deck now chipped and coated but could not be properly examined behind the wing boards in the tween decks. The after peak chipped, examined and also coated. The fore peak chipped & coated as far back as the wood bulkhead forming boundary of chain locker. The middle line in the fore peak not examined. The drop forecastle not chipped & is lined. In the after hold one reverse frame partly doubled on the starboard side. In the main hold on starboard side one reverse frame doubled from the top of close ceiling to the upper deck and one doubled 6 ft. On the port side in the main hold four reverse frames doubled 6 ft. and one other doubled 9 ft. Part of the iron casing above boiler room renewed. The hatches repaired. On the starboard side aft one length of topgallant bulwark rail & two stanchions renewed & on the port side one length of topgallant

PRESENT CONDITION OF THE		Plating		Boats	
Decks	good	Plating (Bottom) & Counter	good	Masts, Yards, &c.	good
Waterways	good	Transoms or Rivets	good	Condition, how ascertained	from deck
Gomings	good	Breasthooks & Stemson	good	Sails	good
Up'r Dk. Beams & Fastenings	good	Transoms, Porters, & Crutches	good	Anchors	No. of 33
Low'r Dk. Beams & Fastenings	good	Timbers of Frame at the openings	good	Cables	good
Plank sheers	good	ditto ditto at other places	good	Hawsers & Warps	good
Sheerstrakes	good	Keelsons	good	Standing & Running Rigging	good
Topsides	good	Clamps & Shells	good	Hatches	good
Wales	good	Coal Bunker, Openings, Lids, &c.	good	Scuppers	good
Engine Room Skylights	good	When put on	good	Cargo & Main Hatchways	good

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)	£	1	1
Special Damage Fee (if any) (per Sec. 28)	£	—	—
*Certificate (if required). See margin	£	—	—
Travelling Expenses (if chargeable)	£	—	—
Second Surveyor's Fee (if any)	£	—	—

received by me,

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



Lloyd's Register Foundation

bulwark rail renewed.

Damage repair due to collision. On the port side abreast the main hatch - one bulwark plate and three bulwark frames straightened in place - one of the three frames repaired by a short back angle iron. Two bulwark frames re-riveted. Two lengths of bulwark rail renewed of Danzig oak.

J. H. Truscott.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

