

# REPORT of SURVEY for REPAIRS, &c.

44891

Received in London Office,

TUESDAY 28 APRIL 1885

No. *490* on the *TONNAGE 1405*  
 Reg. Book. *495*  
 Survey held at *London* Date, First Survey *30/3/85* Last Survey *2/4/1885*  
 (No. of Visits) Master *W. Scott*  
 Built at *Greenock* By whom *W. Scott* When *1876* - *1885*  
 Owners *W. Scott* Port belonging to *London*  
 Owner's Address (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat or in Dry Dock *dry* Name of Dock *House ferry* Destined Voyage *Adelaide*  
 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.)  
 Classified *100A1*  
 Last Survey, No. *42623* Port *Lon*  
 (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.)

REPAIRS, OR EXAMINATION AS PER RULE

Condition *+*

Completion of the *S.S. No 2.*

*This vessel was placed in dry dock the Bottom examined cleaned and painted the Rudder quills bushed with white metal.*

*The chain cables were ranged 270 fms, the Fore Peak cleared and cement washed masts, spars and general equipment examined in order to complete the Special Survey No 2 See the London Report 42625 26 June 1883.*

## PRESENT CONDITION OF THE

Decks	<i>Good</i>	Planks (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	<i>4</i>	<i>Good</i>
Waterways	<i>4</i>	Trunnions or Rivets	<i>4</i>	Rudder	<i>4</i>	Masts, Yards, &c.	<i>4</i>	<i>4</i>
Comings	<i>4</i>	Breasthooks and Stemson	<i>4</i>	Windlass & Capstan	<i>4</i>	Condition, how ascertained	<i>examined</i>	<i>4</i>
Up'r Dk. Beams & Fastenings	<i>4</i>	Transoms, Pointers, & Crutches	<i>4</i>	Pumps	<i>4</i>	Sails	<i>2 cuts</i>	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>4</i>	Timbers of Frame at the openings	<i>4</i>	Cement (if Iron Ship)	<i>4</i>	Anchors	No. of <i>313, 18, 2K</i>	<i>4</i>
Planksheers	<i>4</i>	<i>ditto</i> ditto at other places	<i>4</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>4</i>	Cables	<i>ranged</i>	<i>good</i>
Sheerstrakes	<i>4</i>	Keelsons	<i>4</i>	Copper, or Y.M. (State if on Felt.)	<i>4</i>	Hawsers & Warps	<i>sufficient</i>	<i>4</i>
Topsides	<i>4</i>	Clamps & Shelves	<i>4</i>	When put on	<i>4</i>	Standing & Running Rigging	<i>good</i>	<i>4</i>
Wales	<i>4</i>					Hatches	<i>good</i>	<i>4</i>
Engine Room Skylights	<i>4</i>	Coal Bunker, Openings, Lids, &c.	<i>good</i>	Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>	<i>4</i>

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. To have the notation S. S. Lon No 2. 85 recorded*

Entry Fee (if chargeable) per Scale I., Sec. 27.

Office Fee (if chargeable) per Scale II., Sec. 27.

Survey Fee (per Section 28) .....

Special Damage Fee (if any) (per Sec. 28) .....

\*Certificate (if required). See margin .....

Travelling Expenses (if chargeable) .....

Second Surveyor's Fee (if any) .....

Committee's Minute

Character assigned

received by me,

6.5 1885

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