

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

WEDNES. 10 JUNE 1885

No.

No. in Reg. Book.

379

Survey held at *London*

Date, First Survey *13/5/85* Last Survey *8/6/1885*

on the *"ALCESTIS"* Iron *PK.*

(No. of Visits)

Master *Munn*

YEAR. MONTH.

TONNAGE:

NET *398*

GROSS *423*

UNDER DK. *397*

Built at *Sunderland*

By whom *Edw. Mounsey & Co.*

When *1868-5*

(Port belonging to *Auckland*)

Owners

C.B. Stone

Owner's Address

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

f Surveyed Afloat or in Dry Dock *Dry D.*

Name of Dock *Lawson Dr.*

Destined Voyage *Bluff Harbour*

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

A.I.

Last Survey, No. *12*

Port

Ccl

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.

REPAIRS, OR EXAMINATION AS PER RULE

Special Survey No. 7.

S & S div No 3-81

This vessel was placed on blocks of sufficient height in a dry dock, the timber boards, and ceiling equal to three strakes fore and aft on each side removed, and cement examined, which was found to be adhering satisfactorily to the iron.

The windlass is of iron and the cables were ranged at the last Special Survey see the Liverpool report No 27767.

The masts spar and windlass also the general equipment were examined & put in order.

Repair the fore peak cleared & cleaned &c.

The bottom was cleaned and re-coated, the rudder was lifted, one pintle renewed, the remainder bushed.

PRESENT CONDITION OF THE		Blank (Bottom) & Counter		Ceiling		Boats 3	
Decks	<i>Good</i>		<i>Good</i>		<i>Good</i>		<i>Good</i>
Waterways	<i>4</i>	Treenails or Rivets	<i>7</i>	Rudder	<i>4</i>	Masts, Yards, &c.	<i>Good</i>
Comings	<i>4</i>	Breasthooks and Stemson	<i>4</i>	Windlass & Capstan	<i>4</i>	Condition, how ascertained	<i>examd</i>
Up'r Dk. Beams & Fastenings	<i>4</i>	Transoms, Pointers, & Crutches	<i>4</i>	Pumps 2	<i>4</i>	Sails	<i>2 cuts 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>3 B, 1 S, 2 K</i>
Planksheers	<i>4</i>	Ditto ditto at other places	<i>4</i>	Caulking of Bot'm, D'k, & Watrways	<i>4</i>	Cables	<i>what seen good</i>
Sheerstrakes	<i>4</i>	Keelsons	<i>4</i>	Copper, or Y.M.	<i>2</i>	Hawsers & Warps	<i>Sufficient</i>
Topsides	<i>4</i>	Clamps & Shelves	<i>4</i>	(State if on Felt.)	<i>2</i>	Standing & Running Rigging	<i>good</i>
Wales	<i>4</i>			When put on	<i>2</i>	Hatches	<i>good</i>
Engine Room Skylights	<i>12</i>	Coal Bunker, Openings, Lids, &c.	<i>2</i>	Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>

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

This vessel is now in a sound & efficient condition, eligible in my opinion to remain as classed and I have the notation S & S. don No 85 recorded in the Society's Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27.	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27.	£	:	:
Survey Fee (per Section 28)	£	4	4
Special Damage Fee (if any) (per Sec. 28)	£	:	:
*Certificate (if required) to be sent as per margin	£	:	5
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	:

received by me, *BB.* 8/6/1885

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

Committee's Minute

Character assigned

FRIDAY 12 JUNE 1885

The Mizzen mast, the Fore top gallant Mast
the main yard, the main topsail yard
the main topmast were renewed.

The main hatchway covers were nearly all
renewed as originally.

One half beam each side of main hatchway on
lower deck faired & the fore and aft carling on
each side renewed, & the pillars to the
hatch at centre of coaming which had been
removed, replaced as originally.

The iron patent Windlass (Barfield's) was overhauled
and put in order by the maker.

New Chain locker bulkhead fitted in fore peak
The cables were placed upon deck for this purpose
but were not ranged out for inspection but they
were seen last Periodical survey as previously noted.

Several new sails were supplied. viz 2 courses,
2 lower topsails, 1 upper topsail, 1 Top gallant sail
1 Flying jib.