

REPORT of SURVEY for REPAIRS, &c.

Received in London Office, 17.12.85

No. 1104 Survey held at London Date, First Survey 4/12/85 Last Survey 8/12/1885
 Reg. Book. Baghdadi Iron Steamer Master Young

TONNAGE:— NET 1104 Built at Newcastle By whom Richardson When 1885-6
 GROSS 1704 Owners Persian Gulf S. Co Port belonging to London
 UNDER DK 1685 Owner's Address London

If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Drage Dock Destined Voyage Persian Gulf

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.)

Last Survey, No. 18619 Port Newcastle Classed 100A/1
 8-85

(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.
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE Condition
 This vessel was placed in dry dock the bottom cleaned, scraped, and coated. The anchor deck stiffened by fitting a doubling angle iron to 3 beams. 5 x 3 x 9/16 & six small pillars. The deck under windlass stiffened by working a 3 inch plate about 17 feet long by 18 inch wide & 7 inch pitch pine chocks. 5 new pillars in Green Dks and one below. The deck (main) under steam steering gear fitted & strengthened by doubling angle bar & pillars to beam.

PRESENT CONDITION OF THE	Plank (Bottom) & Counter	Ceiling	Boats
Decks <u>Good</u>	Treenails or Rivets <u>Good</u>	Rudder <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Waterways <u>✓</u>	Breasthooks and Stemson <u>✓</u>	Windlass & Capstan <u>✓</u>	Condition, how ascertained <u>from Dk</u>
Comings <u>✓</u>	Transoms, Pointers, & Crutches <u>✓</u>	Pumps <u>✓</u>	Sails / Smt <u>good</u>
Up'r Dk. Beams & Fastenings <u>✓</u>	Timbers of Frame at the openings <u>✓</u>	Cement (if Iron Ship) <u>✓</u>	Anchors No. <u>3, 10, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100</u>
Low'r Dk. Beams & Fastenings <u>✓</u>	Ditto ditto at other places <u>✓</u>	Caulking of Bot'm, D'k, & Watrways <u>✓</u>	Cables <u>what seen good</u>
Planksheers <u>✓</u>	Keelsons <u>✓</u>	Copper, or Y.M. (State if on Felt.) <u>✓</u>	Hawsers & Warps <u>sufficient</u>
Sheerstrakes <u>✓</u>	Clamps & Shelves <u>✓</u>	When put on <u>✓</u>	Standing & Running Rigging <u>good</u>
Topsides <u>✓</u>	Coal Bunker, Openings, Lids, &c. <u>✓</u>	Scuppers <u>good</u>	Cargo & Main Hatchways <u>good</u>
Wales <u>✓</u>			Hatches <u>✓</u>
Engine Room Skylights <u>✓</u>			

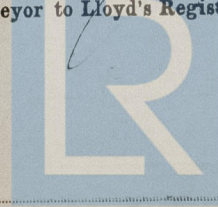
General Observations, Opinion as to Class, &c.:
 This vessel now appears to be in a sound and efficient condition eligible in my opinion to remain as classed.

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) to be sent as per margin £
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £

FRIDAY 18 DEC 1885

Committee's Minute
 Character assigned

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



Lloyd's Register Foundation