

# REPORT of SURVEY for REPAIRS, &c.

45769  
 Received in London Office, **WEDNES, 9 DEC 1885**

No. 459  
 Survey held at London Date, First Survey 2/2/85 Last Survey 4/12/1885  
 on the HOLDERNESS By whom Iron Ship Master Searle  
 TONNAGE:— Built at Hull By whom Carver & Co When 1882  
 NET 983 Owners Holderness & Co Port belonging to Hull  
 GROSS 1519 Under's Address Commercial Destined Voyage Newcastle  
 UNDER DK. 1227 (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Commercial Destined Voyage Gosport  
 Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth 11-82  
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 44465 Port Lon Character in Register Book. 100A1  
 (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 Condition  
 This vessel was placed in dry dock the bottom examined cleaned & coated several rivets in rudder renewed & lower stoppers rivetted.

PRESENT CONDITION OF THE	Plank (Bottom) & Counter	Ceiling	Boats
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>3 Good</u>
Waterways <u>4</u>	Trunnels or Rivets <u>4</u>	Rudder <u>4</u>	Masts, Yards, &c. <u>from Dk</u>
Comings <u>4</u>	Breasthooks and Stemson <u>4</u>	Windlass & Capstan <u>4</u>	Condition, how ascertained <u>good</u>
Up'r Dk. Beams & Fastenings <u>4</u>	Transoms, Pointers, & Crutches <u>4</u>	Pumps <u>4</u>	Sails <u>1 suit good</u>
Low'r Dk. Beams & Fastenings <u>4</u>	Timbers of Frame at the openings <u>4</u>	Cement (if Iron Ship) <u>4</u>	Anchors No. <u>DB, 18. 2K</u>
Planksheers <u>4</u>	<del>Ditto</del> ditto at other places <u>4</u>	Caulking of Bot'm, D'k, & Watrways <u>4</u>	Cables <u>what seen good</u>
Sheerstrakes <u>4</u>	Keelsons <u>4</u>	Copper, or Y.M. (State if on Felt.) <u>—</u>	Hawsers & Warps <u>sufficient</u>
Topsides <u>4</u>	Clamps & Shelves <u>4</u>	When put on <u>—</u>	Standing & Running Rigging <u>good</u>
Wales <u>4</u>	Coal Bunker, Openings, Lids, &c. <u>—</u>	Scuppers <u>good</u>	Cargo & Main Hatchways <u>good</u>
Engine Room Skylights <u>4</u>		Hatches <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 continue 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) ..... £

received by me, 188

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

Committee's Minute  
 Character assigned 100A1  
 FRIDAY 18 DEC 1885

