

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

SAT 30 JAN 1886

45813

No. in Reg. Book. *745* on the *Iron Ship 'British Commodore'* Date, First Survey *9<sup>th</sup> Dec<sup>r</sup> 1885* Last Survey *20<sup>th</sup> Jan<sup>y</sup> 1886*

Master *T. L. Tupman.* (No. of Visits *2<sup>nd</sup>*)

TONNAGE:— *NET 1390* Built at *Newcastle* By whom *Palmer's C<sup>o</sup>* When *1868*

GROSS *1453* Owners *Parry, Jones & C<sup>o</sup>* Port belonging to *Liverpool.*

UNDER DK. *1354* Owners' Address *(if not already recorded in Appendix to Register Book.)*

If Surveyed Afloat or in Dry Dock *in Dry Dock* Name of Dock *Blackwall Point* Destined Voyage *Melbourne*

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. *11104* Port *Brs* Classed *S.L. Liv. N<sup>o</sup> 3-80; S.L. Glr. N<sup>o</sup> 1-84*

(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

*The bottom has been examined and coated. Five planks of upper deck new. Upper deck recaulked from forecastle to quarter deck, except in houses. At my last visit the freeboard for fresh water was not marked.*

PRESENT CONDITION OF THE		Plat <sup>9</sup>							
Decks	<i>good</i>	Plank (Bottom) & Counter	<i>good</i>	Ceiling	<i>good</i>	Boats	<i>good</i>		
Waterways	<i>do</i>	Tronells or Rivets	<i>do</i>	Rudder	<i>do</i>	Masts, Yards, &c.	<i>do</i>		
Comings	<i>do</i>	Breasthooks & Stemson	<i>do</i>	Windlass & Capstan	<i>do</i>	Condition, how ascertained	<i>from deck</i>		
Up'r Dk. Beams & Fastenings	<i>do</i>	Transoms, Painters, & Crutches	<i>do</i>	Pumps	<i>do</i>	Sails	<i>good</i>		
Low'r Dk. Beams & Fastenings	<i>do</i>	Timbers of Frame at the openings	<i>do</i>	Cement (if Iron Ship)	<i>do</i>	Anchors No. of	<i>3 B. 1 S. 2 K.</i>		
Planksheers	<i>do</i>	Ditto <i>at other places</i>	<i>do</i>	Caulking of Bot'm, D'k, & Watrways	<i>do</i>	Cables	<i>good</i>		
Sheerstrakes	<i>do</i>	Keelsons	<i>do</i>	Copper, or Y.M. (State if on Keel) When put on		Hawsers & Warps	<i>do</i>		
Topsides	<i>do</i>	Clamps & Shells				Standing & Running Rigging	<i>do</i>		
Wales	<i>do</i>					Hatches	<i>do</i>		
Engine Room Skylights		Cool Bunker, Openings, Lids, &c.		Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>		

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

*This vessel is in good and efficient condition, and eligible in my opinion to remain as classed. The freeboard for fresh water requires to be marked.*

Entry Fee (if chargeable) per Scale I., Sec. 27.	£	:	:	received by me, 188
Office Fee (if chargeable) per Scale II., Sec. 27.	£	:	:	
Survey Fee (per Section 28) .....	£	0	0	
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) .....	£	:	:	

Committee's Minute

Character assigned

*Chas. H. Truscott*

TUESDAY 2 FEB 1886

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

Lloyd's Register Foundation

LONG 76-0436

EDMUND TAYLOR & SON, Commercial Stationers, 19, Old Street, Goswell Road, London.