

REPORT of SURVEY for REPAIRS, &c.

Received in London Office

MONDAY 1 NOV 1886

No. 46670

No. in Survey held at *London*
Reg. Book *7* Luff on the *Finland* *Steel* &

Date, First Survey *Oct 28th* Last Survey *Oct 20th* 1886
(No. of Visits) Master *Freebody*

TONNAGE:—

NET *860*

GROSS *1363*

UNDER DECK *352*

Built at *Dumbarton*

By whom *Wm McIlwain & Son*

When *1886*

Owners *D Currie & Co*

Port belonging to *London*

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

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Tilbury*

Destined Voyage *Cape*

Length of Poop *10* ft.: of Forecastle *10* ft.: of Raised Or. Deck *10* ft.: Moulded Depth *8* ft. ins.
(if these particulars are not yet recorded in the Register Book.)

Classed *100A*
Awning Deck 8-86

Last Survey, No. *7588* Port *Yls*

(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 Summer *8* ft. *5* 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 Winter *8* ft. *7 1/2* ins.
of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Condition*

This vessel was placed in the Tilbury Dry Dock the bottom examined cleaned & coated.

PRESENT CONDITION OF THE

Decks	Plank (Bottom) & Counter	Ceiling	Boats
Waterways <i>Good</i>	Treenails or Rivets <i>Good</i>	Rudder <i>Good</i>	Masts, Yards, &c. <i>Good</i>
Comings <i>Good</i>	Breasthooks & Stemson <i>Good</i>	Windlass & Capstan <i>Good</i>	Condition, how ascertained <i>from Dr</i>
Up'r Dk. Beams & Fastenings <i>Good</i>	Transoms, Pointers, & Crutches <i>Good</i>	Pumps <i>Good</i>	Sails <i>1 Suit good</i>
Low'r Dk. Beams & Fastenings <i>Good</i>	Timbers of Frame at the openings <i>Good</i>	Cement (if Iron Ship) <i>Good</i>	Anchors No. of <i>3B, 18.2K</i>
Planksheers <i>Good</i>	Ditto ditto at other places <i>Good</i>	Caulking of Bot'm, D'k, & Wat'rways <i>Good</i>	Cables <i>what can good</i>
Sheerstrakes <i>Good</i>	Keelsons <i>Good</i>	Copper, or Y.M. (State if on Felt.) <i>Good</i>	Hawsers & Warps <i>Sufficient</i>
Topsides <i>Good</i>	Clamps & Shells <i>Good</i>	When put on <i>Good</i>	Standing & Running Rigging <i>Good</i>
Wales <i>Good</i>			Hatches <i>Good</i>
Engine Room Skylights <i>Good</i>	Coal Bunker, Openings, Lids, &c. <i>Good</i>	Scuppers <i>Good</i>	Cargo & Main Hatchways <i>Good</i>

General Observations, Opinion as to Class, Recommendation, &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 on 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)	£	:	:

Fees
received by me,
188

Edward Pro Loney

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

Committee's Minute
Character assigned *100A*

TUESDAY 2 NOV 1886