

REPORT of SURVEY for REPAIRS, &c.

Received in London Office **MONDAY NOV 8 1886**

No. *46720*

Port of *LONDON*

No. in Reg. Book. *39*

Survey held at *LONDON*

Date, First Survey *19/10/86* Last Survey *8/11/86*

TONNAGE: NET *1068*

Built at *Glen Glasgow*

By whom *Russell & Co*

When *1888*

Master *A Smith*

GROSS *1100*

Owners *J & C Russell & Co*

Port belonging to *Glasgow*

UNDERSIDE *99* Owners' Address *Glasgow*

If Surveyed Afloat or in Dry Dock *Dry Dock*

Name of Dock *Greenock*

Destined Voyage *Sydney Newcastle*

Length of Poop *10* ft. : of Forecastle *10* ft. : of Raised Or. Deck *10* ft. : Moulded Depth *10* ft. ins. *85*

Classed *100A/1*

Last Survey, No. *441* Port *LONDON*

(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 ft. ins. 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.) as painted on Ship in Winter ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Special Survey No 2

This vessel was placed in dry dock the bottom cleaned & treated. The Lumber boards lifted & ceiling in excess of 3 inches each side lifted all fore & aft. The cement & floors examined. The chain cables ranged out for inspection 270 fms. The Windlass & iron, the masts spars & general equipment examined. The Special Survey complied with. The weather deck caulked all fore and aft. The Lubbock, main upper top sail yard & Mizzen topmast renewed.

PRESENT CONDITION OF THE	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	<i>Good</i>
Decks	<i>✓</i>	Treenails or Rivets	<i>✓</i>	Rudder	<i>✓</i>	Masts, Yards, &c.	<i>✓</i>
Waterways	<i>✓</i>	Breasthooks & Stemson	<i>✓</i>	Windlass & Capstan	<i>✓</i>	Condition, how ascertained	<i>✓</i>
Comings	<i>✓</i>	Transoms, Pointers, & Crutches	<i>✓</i>	Pumps	<i>✓</i>	Sails	<i>✓</i>
Up'r Dk. Beams & Fastenings	<i>✓</i>	Timbers of Frame at the openings	<i>✓</i>	Cement (if Iron Ship)	<i>✓</i>	Anchors No. of	<i>✓</i>
Low'r Dk. Beams & Fastenings	<i>✓</i>	Ditto ditto at other places	<i>✓</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>✓</i>	Cables ranged 270 fms	<i>✓</i>
Planksheers	<i>✓</i>	Keelsons	<i>✓</i>	Copper, or Y.M. (State if on Felt.) When put on	<i>✓</i>	Hawsers & Warps	<i>✓</i>
Sheerstrakes	<i>✓</i>	Clamps & Shelves	<i>✓</i>	Scuppers <i>good</i>	<i>✓</i>	Standing & Running Rigging	<i>✓</i>
Topsides	<i>✓</i>	Coal Bunker, Openings, Lids, &c.	<i>✓</i>	Cargo & Main Hatchways <i>good</i>	<i>✓</i>	Hatches	<i>✓</i>
Wales	<i>✓</i>						
Engine Room Skylights	<i>✓</i>						

General Observations, Opinion as to Class, Recommendation, &c. :
This vessel appears to be in a sound and efficient condition eligible in my opinion to remain as classed & to have 2 S Deck No 2 86 recorded in the Register Book

Fee	Received by me
Entry Fee (if chargeable) per Scale I, Sec. 27...	<i>£ 4</i>
Office Fee (if chargeable) per Scale II, Sec. 27...	<i>£ 4</i>
Survey Fee (per Section 28)	<i>£ 5</i>
Special on Damage, Fee (if any) (per Sec. 28)	<i>£ 14/11</i>
*Certificate (if required) to be sent as per margin	<i>188</i>
Travelling Expenses (if chargeable)	<i>£ 0</i>
Second Surveyor's Fee (if any)	<i>£ 0</i>

Committee's Minute *100*
 Character assigned *S.S. No 2 86*

