

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

SAT 1 OCT 1887

No. in Reg. Book. Survey held at London Date, First Survey 23<sup>rd</sup> Sept. Last Survey 29<sup>th</sup> Sept. 1887  
(No. of Visits)

4 Sup<sup>y</sup> on the Steel Screw Steamer STARLING Master R. Oakley - 87  
YEAR. MONTH.

TONNAGE: — Built at Newcastle By whom Palmer's Co. When 1887  
NET 504 Owners General Steam Navigation Co. Port belonging to London

GROSS 721 Owners' Address  
UNDER DK. 699 (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock afloat Name of Dock at Leptford Destined Voyage Amsterdam

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

Last Survey, No. 2053 Port None Classed 100 A 1  
7.87

(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 Repairs.

This vessel has been visited afloat alongside the General Steam Navigation Co's Works, Leptford.

The fore and aft bulk carlins to the lower deck main hatchway and also the hatchway beams at each end, together with the deck beam at the after end and the eight short beams on each side had been bent down, and the two lower hold stanchions on each side of the hatchway bent, and the foot of one 'tween deck stanchion broken by the weight of the Cement Cargo which it was ascertained had been placed on this deck.

All the bent beams and carlins have now been straightened, additional lower and 'tween deck stanchions fitted at the after end of the hatchway on each side, and the two lower stanchions on each side of the hatchway (2 3/4 dia.) replaced by others 3 1/4 dia.

It was recommended by Mr. Davey and the undersigned P.T.O.

PRESENT CONDITION OF THE		Boats
Decks	Plank (Bottom) & Counter <u>not seen</u>	<u>3</u>
Waterways	Treenails or Rivets	Masts, Yards, &c.
Joinings	Breasthooks & Stemson	Condition, how ascertained <u>from deck</u>
Up'r Dk. Beams & Fastenings	Transoms, Pointers, & Crutches	Sails
Low'r Dk. Beams & Fastenings	Timbers of Frame at the openings	Anchors No. of <u>3 B, 1 S, 2 K</u>
Planksheers	Ditto ditto at other places	Cables
Sheerstrakes	Keelsons	Hawsers & Warps
Top-sides	Clamps & Shelves	Standing & Running Rigging
Wales		Hatches
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers
		Cargo & Main Hatchways

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

The vessel is in a sound condition and eligible to remain as classed, the repairs to the hatchway not being considered of such a nature as to interfere with the class.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : :  
Office Fee (if chargeable) per Scale II., Sec. 27. £ : :  
Survey Fee (per Section 28) £ 1 : -  
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 100 A 1

received by me, 24/10/88  
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Chas. H. Jordan  
Surveyor to Lloyd's Register of British & Foreign Shipping.

TUESDAY 11 OCT 1887

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that double angle irons  $4\frac{1}{2} \times 3 \times \frac{7}{16}$  should be fitted back to back along the top of the tie plates on each of the fore and aft hatchway carlins, thus: —  the double angles to extend to the beam before and the beam abaft the hatchway, in order to afford additional support to the parts between the stanchions, but the owners have refused to do this.

Chas. H. Jordan