

REPORT of SURVEY for REPAIRS, &c.

47993
FRIDAY 13 JAN 1888

No. 124 Date of Writing Report 1888 Port of London

No. in Reg. Book. 124 Survey held at London Date, First Survey 22nd Nov 87 Last Survey 12th January 1888

on the S. Paramatta Master Segnander

TONNAGE:—
NET 1402 Built at Sunderland By whom J. Luning When 1866
GROSS 1455 Owners J. Simonsen & Port belonging to Mandal
UNDER DK. 1298 Owners' Address Mandal

If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Kel. G. Dk. A. L. Destined Voyage Home & India

Length of Poop 110 tons of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. 5
1200 (if these particulars are not yet recorded in the Register Book.)

Classed 16 A1

Last Survey, No. 45381 Port Lon Cont. Lon May 82-11 9.85

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard 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, FOR Half Time Survey Oct. 34

Change of owner & Port of Registry

This vessel has now been placed in dry dock and prepared for survey as follows—

Stold air cranes and limber cleared, efficient listers cut out at each end of the vessel for 15' length. Outside the vessel has been scraped bright in places where required & treenails considerably in excess of the rules were backed out for inspection.

Several sheets of yellow metal on each side were shipped off & the caulking tested and found good.

For the purpose of classification in the Norwegian Society a plank in topsides at the fore & main channel & a lister under the buttrick on each side have been cut out & the frame timber exposed.

The chain cables have been ranged & the windlass efficiently shipped for manumction.

Now done. The metal sheathing of the bottom patched where

PRESENT CONDITION OF THE

Decks	Plank (Bottom) & Counter	Ceiling	Boats
Waterways	Treenails <u>good</u>	Rudder	Masts, Yards, &c.
Comings	Breasthooks & Stemson	Windlass & Capstan	Condition, how ascertained <u>Oilified</u>
Up'r Dk. Beams & Fastenings	Transoms, Pointers, & Crutches	Pumps	Sails
Low'r Dk. Beams & Fastenings	Timbers of Frame at the openings	<u>Good</u>	Anchors No. of <u>3 B. 15. 2k.</u>
Planksheers	Ditto ditto at other places	Caulking of Bot'm, D'k, & Watrways	Cables <u>Ranged</u> <u>Complete</u>
Sheerstrakes	Keelsons	<u>Good</u>	Hawsers & Warps
Topsides	Clamps & Shells	When put on <u>1885</u>	Standing & Running Rigging
Wales			Hatches
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers	Cargo & Main Hatchways

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

The Rules having been complied with & the vessel being in good condition is eligible, in my opinion to remain as classed & to be marked

H. T. Lon 87

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:
Survey Fee (per Section 28)	£	5	5
Special on Damage, Fee (if any) (per Sec. 28)	£	:	:
*Certificate (if required) to be sent as per margin	£	:	5
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	10
Committee's Minute	£	:	6

Fees applied for,
12. 1 1888

Received by me,
13 Jan 1888

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

Character assigned Cont 11 A 1

required.

Two bow ports have been fitted on each side, & in connection therewith, a strong & efficient pair of wood pointers have been fitted, with strong iron breast hook bolted against the inner face.

The front of the poop has been shifted aft so as to shrink the enclosed space under the poop deck, & by thus doing, the firs, & therefore the net, Register tonnage have been reduced as noted above. The cranning to this point is new & of Pitch Pine.

The deck, where worn thin - principally forward - has been renewed with Pitch Pine, the middle portion being doubled - A few shifts aft - where a new hatchway has been framed - have also been renewed of Pitch Pine, & the deck recaulked where necessary.

The masts rigging & equipment generally have been overhauled & made good, a new fore upper topsail yard and a new jib-boom supplied.

The planks - removed for the Norwegian lumber - have been replaced with Pitch Pine.

Geo. V. Cooper