

REPORT of SURVEY for REPAIRS, &c.

48736

No. *544* Date of Writing Report *29th Aug. 1888* Port of *London* Received in London Office *THURS 30 AUGUST 1888*
 No. in Reg. Book *544* Survey held at *London* Date, First Survey *22nd Aug.* Last Survey *29th Aug. 1888*
 (No. of Visits)

on the *Iron Screw Steamer GRACIE* Master *J. Brown*
 TONNAGE:— NET *894* Built at *Hartlepool* By whom *E. Withy & Co* When *1879* MONTH *9*
 GROSS *1394* Owners *S. Clarke & Co.* Port belonging to *London*
 UNDER DK. *1167* Owner's Address _____

If Surveyed *Afloat* or in Dry Dock *Dry Dock* Name of Dock *Millwall (Carton)* Destined Voyage *Shields*
 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. *5441* Port *S.P.S. No. 2 Lm. 87* Classed _____
 (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) as painted on Ship) in Summer _____ ft. ins. in Winter _____ ft. ins.

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

This vessel has been examined in the Millwall Dry Dock. The bottom found in good order has been cleaned & painted. The rudder has been lifted, the bottom planks renewed, and the gudgeons rebushed.

PRESENT CONDITION OF THE

Decks <i>Good</i>	Plank (Bottom) & Counter <i>Good</i>	Ceiling <i>Good</i>	Boats <i>4</i>
Waterways <i>Good</i>	Tronails or Rivets <i>Good</i>	Rudder <i>Good</i>	Masts, Yards, &c. <i>Good</i>
Comings <i>Good</i>	Breasthooks and Stemson <i>Good</i>	Windlass & Capstan <i>Good</i>	Condition, how ascertained <i>found dull</i>
Up'r Dk. Beams & Fastenings <i>Good</i>	Transoms, Pointers, & Crutches <i>Good</i>	Pumps <i>Good</i>	Sails <i>Good</i>
Low'r Dk. Beams & Fastenings <i>Good</i>	Timbers of Frame at the opening <i>Good</i>	Cement (if Iron Ship) <i>not exam^d?</i>	Anchor's No. of <i>3B, 1S, 2K</i>
Planksheers <i>Good</i>	Ditto ditto at other places <i>Good</i>	Caulking of <i>Bottom, D'k, & Watrways</i> <i>Good</i>	Cables <i>stated to be complete</i>
Sheerstrakes <i>Good</i>	Keelsons <i>Good</i>	Copper, or Y.M. (State if on Felt.) When put on <i>Good</i>	Hawsers & Warps <i>Good</i>
Topsides <i>Good</i>	Clamps & Shelves <i>Good</i>	Scuppers <i>Good</i>	Standing & Running Rigging <i>Good</i>
Wales <i>Good</i>	Coal Bunker, Openings, Lids, &c. <i>Good</i>	Cargo & Main Hatchways <i>Good</i>	Hatches <i>Good</i>

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

The vessel, so far as seen, is in a sound and efficient condition, and eligible in my opinion to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	Fees applied for, 188
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)	£	Received by me, 188
Second Surveyor's Fee (if any)	£	

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



Form No. 2 for Repairs—10000—14/88—Transfer Ink—Y & S. The Surveyors are requested not to write on or below the space for Committee's Minutes.

TUES 4, SEPT 1888

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BS 9, 84