

REPORT of SURVEY for REPAIRS, &c.

No. *45* Date of Writing Report *October 28th 1889* Port of *London*
 No. in Reg. Book. *1554* Survey held at *London* Date, First Survey *Oct. 19th* Last Survey *October 23^d 1889*
 on the *Steel Screw Steamer: "ST. CLEARS"* (No. of Visits *2*) Master *J. K. Widger*

TONNAGE:— Built at *Newcastle* By whom *C. & W. Hawthorn, Leslie & Co.* When *1889*
 NET *1554* Owners *St. Clears S.S. Co. (Lind.) Carlisle & Co.* Port belonging to *London*
 GROSS *2288* Owners' Address *(if not already recorded in Appendix to Register Book.)*

UNDER DK. *1889* If Surveyed Afloat or in Dry Dock *Both* Name of Dock *West Ind. St.* Destined Voyage *—*
 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.)

Classed *100A1*
 Last Survey, No. *2746* Port *New*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. 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 *Condition.*
 The vessel was placed in dry dock and the bottom was scraped and re-coated.
 On examination of the bottom being made found: one indent on ft. Bilge and two slight indents on Starboard Bilge about 4 ft. from Stem; the ceiling in the wake of these indentations was lifted for the purpose of examining the cement which was, however, found undisturbed; and, as the coining of shell lined iron being started, it is respectfully submitted that the pairing of these plates should be deferred until a more convenient time, the efficiency of the vessel being in no way impaired and the owners' Representative, Mr. Bond, having verbally undertaken to give the matter his attention.

PRESENT CONDITION OF THE	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Decks		Transverse Rivets		Rudder		Masts, Yards, &c.	
Waterways		Breasthooks & Stemson		Windlass & Capstan		Condition, how ascertained	from St. H.
Comings		Transoms, Pointers, & Crutches		Pumps		Sails	Good
Up'r Dk. Beams & Fastenings		Timbers of Frame at the openings		Cement (if Iron Ship) (where used)		Anchors	No. of 3 B.; 1 S. & 5 Ks.
Low'r Dk. Beams & Fastenings		Ditto ditto at other places		Caulking of Bot'm, D'k, & Watrways		Cables	Reported complete
Planksheers		Keelsons		Copper, or Y.M.		Hawser & Warps	Good
Sheerstrakes		Clamps & Shells		(When put on)		Standing & Running Rigging	
Topsides		Coal Bunker, Openings, Lids, &c.		Scuppers		Cargo & Main Hatchways	
Wales						Hatches	
Engine Room Skylights							

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now, as far as can be seen, in good & efficient condition and I would respectfully submit that she is eligible to remain as classed and to have the notation: "100A1 10-89" recorded in the Register Book.*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for, 18 Received by me, 18
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)	£	:	:	

Committee's Minute *FRIDAY 1 NOV 1889*
 Character assigned *100A1*
 Surveyor to Lloyd's Register of British & Foreign Shipping.

State if a Report is also sent on the Machinery of the Ship or if not whether, and when, one will be sent.

Insert Character precisely as in Register Book.

Form No. 1 for Repairs—1000—13, 1889.—Transfer Ink—T. & S. The Surveyors are requested not to write on or below the space for Committee's Minute.