

REPORT of SURVEY for REPAIRS, &c.

No. 53957

THURS. 29 DEC 1892

Date of writing Report *Dec 28th 1892* When handed in at Local Office *Dec 28th 1892* Port of *London*

No. in Reg. Book *310* Survey held at *London* Date, First Survey *Nov 12th 92* Last Survey *Dec 28th 1892*
 on the *Wood, Iron or Steel* *BLK "Pari"* Master *L. C. Page*

TONNAGE: Built at *Newcastle* By whom *Palmer's Coy* Port belonging to *London*
 GROSS *1051* Owners *L. C. Page*

UNDER DK. *885* Owners' Address *13 King Street - Liverpool*
 NET *236* (if not already recorded in Appendix to Register Book.) Destined Voyage *Port-Elizabeth*

Surveyed Afloat or in Dry Dock? *D.D.* Name of Dock
 WB=DBa tons; f tons; uE&B tons; CellDB tons;
 FPT tons; APT tons; MT tons.

N.B.—All alterations in the existing records should be underlined.
 Last Survey, No. *57821* Port *Lon*

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be summarised in the form shown below. Whenever the and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *S.D. No. 1, also change of owner's name &c.*

This vessel placed on the blocks in dry docks, & the bottom examined, cleaned, & painted. —
The rudder overhauled, & re-bushed —
The holds, peaks, & tween decks cleared & examined; the peaks sealed & coated —
The timber boards, & two strakes of ceiling on each side fore & aft — removed, & the bilges cleaned out — & cement washed —
The masts, spars, rigging, & general equipment — examined, & repairs done where necessary. —
a new mizzen topmast, & jib boom fitted, & the vessel converted from a ship to a barque. —

SUMMARY OF DAMAGE REPAIRS: — Plates, Faired or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE		Transoms, Beams, & Grates		Copper, or Y.M.		Hatches	
Decks	<i>Good</i>	Timbers of Frame at the openings	<i>Good</i>	(State if on felt.)	<i>✓</i>	Boats	<i>Good</i>
Waterways	<i>"</i>	ditto ditto at other places	<i>"</i>	When put on, Month	<i>Year</i>	Masts, Yards, &c.	<i>"</i>
Coamings	<i>"</i>	Keelsons	<i>"</i>	Rudder	<i>Good</i>	Condition, how ascertained	<i>by spar maker</i>
Up'r Dk. Beams & Fastenings	<i>"</i>	Clamps, Shelves & Stringers	<i>"</i>	Windlass & Capstan	<i>Good</i>	Sails	<i>Good</i>
Low'r Dk. Beams & Fastenings	<i>"</i>	Salting (State if examined.)	<i>✓</i>	Pumps	<i>"</i>	Equipment letter	<i>"</i>
Plating	<i>"</i>	Ceiling	<i>"</i>	Engine Room Skylights	<i>✓</i>	Anchors, No. of	<i>3 B. 15. 2 B.</i>
Planking	<i>"</i>	Cement or Asphalt (State which.)	<i>✓</i>	Coal Bunker, Open'gs, Lids, &c.	<i>✓</i>	Cables (State if now ranged)	<i>yes</i>
Rivets	<i>"</i>	Tanks (State if now tested.)	<i>✓</i>	Scuppers	<i>"</i>	" length	<i>270</i>
Breasthooks & Stemson	<i>"</i>	Caulking of Bot'm, D'k, & Wat'r'ys	<i>"</i>	Cargo & Main H'tch'ys	<i>"</i>	" Rule length	<i>270</i>
						Hawsers & Warps	<i>Good</i>
						Standing & Running Rigging	<i>"</i>

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

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: — "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is now in good condition, eligible in my opinion to remain as classed with fresh record of 12-92 in the Reg. Book, & the notation S.D. Lon No. 1-92. —
Please note the change of owner's & Capt's name, also the change from a ship to a barque, & the nett tonnage

Office Fee (if chargeable) per Scale II, Sec. 27 £
 Survey Fee (per Section 28) £
 Special Damage or Repair Fee (if any) (per Sec. 28.) £
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £
 *Is Certificate now required? *Yes*
 Committee's Minute
 Character assigned

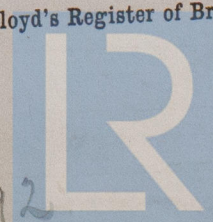
* Certificate, if required, to be sent to the Registrar of Shipping, to be sent to the Registrar of Shipping, to be sent to the Registrar of Shipping.

Form No. 2 for Repairs, &c. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Fees applied for, 28/12/1892
 Received by me, 28/12/92
 Mawson
 Surveyor to Lloyd's Register of British & Foreign Shipping.

30 DEC 1892

HULL CERTIFICATE WRITTEN



Lloyd's Register Foundation

53957 Jon.

The decks examined & found in good condition -
The chain cables ranged for inspection, & found to
be efficient. Wgt 270 fms long & $1\frac{1}{16}$ " dia. -
The windlass is of iron & in good condition

Francis Burton