

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report.....18.....When handed in at Local Office.....18.....Port of London

No. in Survey held at London Date, First Survey 2/2/5 Last Survey 18/3 1898
Reg. Book. 124 on the Wood, Iron or Steel S.S. Deerhound Master J. Hughes

TONNAGE:— Built at London By whom Forrester & Co. Sons When 1882 MONTH. 10
GROSS 443 Owners C. L. Toyne Port belonging to London
UNDER DE. 329 Owners' Address Howey Cornwall

NET 271 (if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? and on Name of Dock Mountain Grid Destined Voyage Coasting

WB=CellDBorDBa feet; uE&B feet; f feet; f feet; }
total capacity tons. FPT tons; APT tons; MT feet tons. }
N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 58995 Port Lon

(Periodical Surveys, when held, must be reported in detail and serially 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 separated from Repairs due to other causes; 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 Part S.S. No. 1.

This vessel was placed in a gridiron, her bottom examined and found in good condition.

A large quantity of the spar ceiling is missing.

The boiler heaters have been temporarily repaired on a previous occasion, and with the reverse frames & Nelson angles under the boiler, appear to be somewhat wasted. These parts require to be cleaned and scaled for further examination.

The foremast is decayed in way of gaff jackstay and requires to be efficiently repaired to the satisfaction of one the Society's Surveyors or renewed.

These matters, the New Owner stated would receive attention

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Paired or Repaired								
Paired or Repaired in place								

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <u>Good</u>	Ditto ditto at other places <u>✓</u>	<u>Good</u>	<u>Good</u>
Waterways <u>do</u>	Keelsons <u>✓</u>	Windlass & Capstan <u>do</u>	Boats <u>do</u>
Coamings <u>do</u>	Stringers, Clamps & Shells <u>✓</u>	Have Pumps now been examined and found efficient? <u>do</u>	Masts, Yards, &c. <u>As above stated</u>
Up'r Dk. Beams & Fastenings <u>do</u>	Salting (State if examined.) <u>✓</u>	Have Sluice Valves now been examined and found efficient? <u>do</u>	Condition, how ascertained <u>As above</u>
Low'r Dk. Beams & Fastenings <u>✓</u>	Ceiling <u>As above stated</u>	Have Watertight Doors now been examined and found efficient? <u>do</u>	(State if wedges removed <u>do</u>)
Plating <u>do</u>	Cement or Asphalt (State which.) <u>✓</u>	Dblg. Plates under Sounding Pipes <u>do</u>	Sails <u>✓</u>
Planking <u>do</u>	Tanks (State if now tested.) <u>Good</u>	Engine Room Skylights <u>Good</u>	Equipment letter <u>9</u>
Rivets or Treonails <u>do</u>	Caulking of Bot'm, D'k, & Wat'rw'ys. <u>Good</u>	Coal Bunker, Open'gs, Lids, &c. <u>do</u>	Anchors, No. of <u>3 Bt. 1 S.</u>
Breasthooks & Stemson <u>✓</u>	Copper, or Y.M. (State if on felt.) <u>do</u>	Scuppers <u>do</u>	Cables (State if now ranged.) <u>do</u>
Transoms, Pointers, & Crutches <u>✓</u>	When put on, Month <u>Year</u>	Cargo & Main H'tch'w'ys. <u>do</u>	" length (on board) <u>do</u>
			" Rule length (per Table 22) <u>do</u>
			Hawsers & Warps <u>Good</u>
			Standing & Running Rigging <u>do</u>

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, 1,97," or "to remain as classed and to have record of survey, 1,97, and the notations of ss No. 1-97 and ptnD97, &c."

This steamer, with the exceptions mentioned above, appears to be in a good and efficient condition, and is eligible in my opinion to remain as classed, subject to the above mentioned matters being put in order on the vessels arrival at Howey. Notation of S.S. No. 1 being deferred until the Survey is completed.

Office Fee (if chargeable) per Scale II., Sec. 272
Survey Fee (per Section 28)2 3 : 10 : -
Special Damage or Repair Fee (if any) (per Sec. 29.)2
Travelling Expenses (if chargeable)2 3 : 3 : -
Second Surveyor's Fee (if any)2

Committee's Minute FRI 15 APR 1898

Character assigned Deferred for

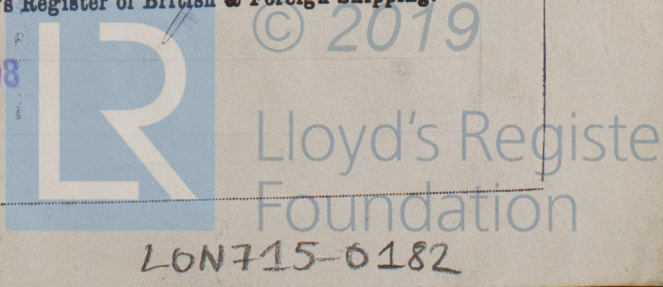
White Tail. repairs

Rpt. 1. Feb. 17/4/98

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

2005-2006-12/10/97.—Transferor Ltd. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Is Certificate required? If so to be sent to



(Continued)

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when the vessel arrives in his ~~or~~ home port "Forvey";
and ^{he} has given a verbal guarantee that the
foremast will not be used for any purpose other
than carrying the mast head light.

To complete the S. S. No. 1. all the requirements of
the survey remain to be complied with except the
examination of the bottom in dry dock. The above
mentioned repairs should also be carried out at an
early opportunity and the condition of the ironwork
under the boilers ascertained after these parts have
been properly prepared for survey.