

REPORT of SURVEY for REPAIRS, &c.

5344

THURS NOV 11 1886

Port of *Leith*
 Survey held at *Leith*
 Date, First Survey *23rd Sept.* Last Survey *1st Nov.* 1886
 (No. of Visits *20*)

on the *Iron S.S. "Prior"*
 Master *G. Graham*
 YEAR. MONTH.

TONNAGE:—
 Built at *Newcastle* By whom *Cole Bros* When *1874*
 Owners *A. Blair & Co.* Port belonging to *Leith*

Owner's Address
 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock *both* Name of Dock *Port W. Dry Dock* Destined Voyage *The Tyne*
 Length of Popp *16.48* ft.: of Forecastle *16.29* ft.: of Raised Or. Deck *25* ft.: Moulded Depth *5* ft. *5* ins.

Classed *A1*1*
 Second Survey *82*
 in salt water *8.86* ft. *ins.*
 in fresh water *8.86* ft. *ins.*

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

PAIRS, OR EXAMINATION AS PER RULE *Third Survey.*

Vessel placed in dry dock; stages made outside & inside; the hold & bunkers repaired & boilers taken out; all ceiling in hold removed; oxidation chipped off throughout & when so prepared examined thoroughly all iron outside & inside; cement tested; ascertained thickness of shellplating by drilling holes in various places; tanks tested to height of light waterline; windlass unhung & examined with anchors, masts, & general equipment.

Repairs now done:—Renewed with $\frac{1}{2}$ " plates top of ballast tank under boilers; also renewed longitudinal girders & angles in this tank; repaired Engine Room Forward bulkhead; fitted coalbunkers at sides of boilers; length of former short bridge amidships extended to 65ft 6" long, at ends; iron engine & boiler casing & Eng. Skylight carried up to bridge deck; a short hood fitted over steering gear; steam steering gear fitted on bridge; windlass repaired; ceiling in hold partly renewed; cement repaired where required; outside & inside all painted.

It was intended to change this vessel's class to 100 A1, but in view of the Committee's requirements, as intimated by the Secretary's letter of the 16th Oct. 86, the owners have decided to continue the vessel on her present character.—The Report & Mid. Section received from London office are herewith returned.

CONDITION OF THE	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
ys	do	Treenails or Rivets	do	Rudder	do	Masts, Yards, &c.	do
Beams & Fastenings	do	Breasthooks and Stemson	do	Windlass & Capstan	do	Condition, how ascertained	<i>sounded</i>
Beams & Fastenings	do	Transoms, Pointers, & Crutches	do	Pumps	do	Sails	do
ers	do	Timbers of Frame at the openings	do	Cement (if Iron Ship)	do	Anchors No. of <i>3 B. 1 ft. 2 in.</i>	do
kes	do	Ditto ditto at other places	do	Caulking of Bot'm, D'k, & Wat'rways	do	Cables	do
	do	Keelsons	do	Copper, or Y.M. <i>Paint</i>	do	Hawsers & Warps	do
	do	Clamps & Shelves	do	(State if on Pett.)	do	Standing & Running Rigging	do
om Skylights	do	Coal Bunker, Openings, Lids, &c.	do	When put on <i>now</i>	do	Hatches	do
ral Observations, Opinion as to Class, &c.:		do	Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>	

This vessel is in good Condition; the requirements of the survey have been complied with and she is eligible in our opinion to remain as Classed and have the survey recorded.

received by me, *H. T. Taylor*
 Surveyor to Lloyd's Register of British & Foreign Shipping.

FRIDAY NOV 12 1886
 Robert Edmund Taylor & Son, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

