

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office, 8. 4. 86

No. in Reg. Book. 200 Survey held at London Date, First Survey 26<sup>th</sup> Feb<sup>y</sup> Last Survey 7<sup>th</sup> April 1886  
(No. of Visits)

TONNAGE: NET 848 GROSS 886 UNDER DK. 848  
Built at Glasgow By whom J. G. Lawrie When 1867 9<sup>th</sup>  
Owners Merchant Ship Co. (Lim.) Port belonging to London  
Owner's Address (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock & Dry Dock Name of Dock Soames' Destined Voyage  
Length of Poop ft.: of Forecastle ft.: of Raised Qr. Deck ft.: Moulded Depth ft. ins.  
(If these particulars are not yet recorded in the Register Book.)

Last Survey, No. 44871 Port Lon. Classed 4. T. Lon. 76 18 A. 1 Expired 4.85  
Society's Freeboard (if assigned) as painted on Ship in salt water ft. ins. in fresh water ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE Continuation on the A Character Section 4.5

It appears from the report of survey held on this vessel in London in April 1885 that the yellow metal sheathing was then stripped; the outside of vessel dubbed bright from the metal line to the light water mark for examination in anticipation of the special survey for Continuation; caulking tested; the butts, hoods ends, keel seams and where required caulked, & the bottom resheathed with yellow metal on felt. On the present occasion the vessel has been placed in dry dock; all the close ceiling removed. The outside planking from the metal line upwards including the drifts scraped bright. The planking of one strake from amidships forward on the starboard side and from amidships aft on the port side removed, and in addition one plank right forward on the port side removed, exposing the bilge plate, diagonal plates & the backs of the frames. A plank also removed on each side over the iron sheerstrake. Bolts of the topsides driven out. Cement removed in places to ascertain

PRESENT CONDITION OF THE							
Decks (part new)	good	Plank (Bottom) & Counter	good	Ceiling	good	Boats	good (P.T.D)
Waterways	52	Tronsole or Rivets & bolts	52	Rudder	52	Masts, Yards, &c.	52
Comings	52	Breasthooks and Stemson	52	Windlass & Capstan	52	Condition, how ascertained by exam <sup>n</sup>	
Up'r Dk. Beams & Fastenings	52	Transoms, Seainters, & Crutches	52	Pumps	52	Sails see remarks & guarantee	
Low'r Dk. Beams & Fastenings	52	Timbers of Frame at the openings	52	Cement (M. Iron Ship)	52	Anchors No. of 3 B. 1 S. 2 K.	
Plank sheers	52	Ditto ditto at other places	52	Caulking of Bot'm, D'k, & Wat'rways	52	Cables	good
Sheerstrakes	52	Keelsons	52	Copper, or Y.M.	52	Hawsers & Warps (part new)	52
Topsides	52	Clamps & Shells		(State if on Felt) 52		Standing & Running Rigging	52
Wales	52			When put on 1885-4 mo.		Hatches	52
Engine Room Skylights		Coal Bunker, Openings, Lids, &c.		Scuppers	good	Cargo & Main Hatchways	good

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

This vessel is in good and efficient condition, eligible in our opinion to be classed 19 A.1 and continued 13 A.1 from 1886.

Entry Fee (if chargeable) per Scale I., Sec. 27.	£ 3	
Office Fee (if chargeable) per Scale II., Sec. 27.	£ 2	
Survey Fee (per Section 28)	£ 5	5
Special Damage Fee (if any) (per Sec. 28)	£ 1	5
*Certificate (if required) to be sent as per margin	£ 1	5
Travelling Expenses (if chargeable)	£ 2	
Second Surveyor's Fee (if any)	£ 2	

received by me, 9/4/1886 YRN

J. H. Truscott, M.B.C. Racer  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Comp. Sec's Minute April 8. 1886  
Character assigned Raised to 19 A.1.  
C.F. 46 Cont 13 A.1 from 1886  
G.I.B. above height of upper deck



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the condition of iron keel plate, frames &c. Oxidation removed from the iron work. The ceiling relaid. The windlass is of iron and is in good condition. The chain cables ranged and examined. The masts and spars examined and all other requirements of the Rules complied with. On account of deterioration, six frames on the starboard side and four on the port side doubled about 6½ feet; all the iron fastenings removed in topsides to the height of the upper deck stringer plate and renewed of yellow metal. The lower bolts in the upper deck waterway renewed of galvanized iron. On the starboard side 28 planks of the upper deck and on the port side 32 planks renewed of yellow pine. One hawse pipe on the port bow renewed. The following now supplied for the stream anchor and larger kedge viz: weight of stream anchor ex. stock <sup>cuts for lbs</sup> 8-2-0 - proof strain <sup>top & cuts for lbs</sup> 10-12-2-0 - J. Hartness Sup<sup>dt</sup> Sunderland 11 Sept<sup>r</sup>/83; weight of larger kedge ex. stock <sup>cuts for lbs</sup> 4-3-14 - proof strain <sup>Tons cuts for lbs</sup> 7-5-0-0 - J. Hartness Sup<sup>dt</sup> Sunderland 18<sup>th</sup> June/83. Ruzen topg<sup>t</sup> yard & main royal yard new. The topsides recaulked. This vessel is now eligible in our opinion to have her original class raised from 18A-1 to 19A-1 viz: 16 yrs. for teak <sup>Cuts for yellow metal</sup> and to be marked **C.F** with **G.I.B** <sup>above height of upper deck</sup> 14 years

Wm<sup>th</sup> C. Davey  
J. H. Truscott.

The sails of this vessel have been examined by us and recommendations made for renewal of 7 & repairs of a few others. Generally her sails are good & have been well cared for - we therefore respectfully submit the guarantee of Mr Soames for approval. - see guarantee attached.

J. H. T.  
W. C. P.