

REPORT of SURVEY for REPAIRS, &c.

No. *48188* Date of Writing Report *1888* Port of *Tilbury* Received in London Office *26 MARCH 1888*

No. in Register *201* Survey held at *Tilbury* Date, First Survey *22 Feb^r* Last Survey *1st March 1888*

on the Iron Steamer "Orient" Master *J. K. Ridler*

TONNAGE:— NET *3259* Built at *Glasgow* By whom *J. Elder & Co* When *1879* MONTH *6th*

GROSS *5386* Owners *Orient Steam Nav. Co (Linn)* Port belonging to *Glasgow*

UNDER DECK *5118* Owner's Address *(if not already recorded in Appendix to Register Book.)*

If Surveyed Afloat or in Dry Dock *Afloat* Name of Dock *Tilbury Docks* Destined Voyage *Australia*

Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins. *100A.1.*

Classed *L. S. Lon. N^o 1-83.*

Last Survey, No. *10.87.* Port *L. S. Lon. N^o 1-83.*

State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer *ft.* ins. *ft.* ins.

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. in Winter *ft.* ins. *ft.* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Towards completion of L. S. N^o 2.*

It appears from report of survey held on this vessel in London in Oct^r/87, that the following required to be done to complete the special survey N^o 2 viz: to examine the coal bunkers and to test the water ballast tanks & that a bower anchor was put ashore just before vessel started & a new patent anchor put on board. Neither the anchor nor the certificate had been examined. Wrote to the Owners on the 21st Feb^r/88 to know when the vessel could be completed as above. On the present occasion the after compartment of the port bunker aft on steering deck has been cleaned and examined. Saw the patent stockless bower anchor supplied last voyage in place of an anchor with a stock. Particulars of the stockless anchor from the certificate of test produced are - N^o of certificate 16609. Sunderland 11th Oct^r/87 - weight of anchor 45-0-14 - proof chain 39-6-2-7. Mark 18.87 R. W. C. P. T. S. 16609 - J. Hartness Sup^{dt}. But I failed to find on the anchor the marks above alluded to. The bower anchor put ashore last voyage was pointed out to me and the following marks were seen on it viz: 45-1-24 11-1-24 from which it appears that the weight ex. stock was 45-1-24 or 1-10 heavier ex. stock than the stockless anchor which now takes its place. Wrote to

| PRESENT CONDITION OF THE | | Plank (Bottom) & Counter | | Ceiling | | Boats | |
|----------------------------------|------|-------------------------------|-----------------------|-------------------------------------|-----------------------|----------------------------|----------------------|
| Decks | good | Plank (Bottom) & Counter | good | Ceiling | good | Boats | good (P.T.D) |
| Waterways | good | Plank (Bottom) & Counter | good | Rudder | good | Masts, Yards, &c. | good |
| Omings | good | Breasthooks and Stemson | not exam ^d | Windlass & Capstan | good | Condition, how ascertained | from deck |
| Port Dk. Beams & Fastenings | good | Transoms, Ribs, & Crutches | good | Pumps | good | Sails | good |
| Starboard Dk. Beams & Fastenings | good | Plank of Frame at the opening | good | Cement (if Iron Ship) | not exam ^d | Anchors | No. of 4 B. 1 S. 2 K |
| Plankbeams | good | Ditto ditto at other places | not exam ^d | Caulking of Bottom, Dk, & Waterways | good | Cables | good |
| Sheerstrakes | good | Keelsons | good | Copper, or Y.M. (State if on Pett.) | When put on | Hawse & Warps | good |
| Topplates | good | Clamps & Shells | good | Scupperns | good | Standing & Running Rigging | good |
| Staves | good | Coal Bunker, Openings, &c. | good | Cargo & Main Hatchways | good | Hatches | good |
| Engine Room Skylights | good | | | | | | |

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

With the exception of the question (as above stated) of the stockless bower anchor, this vessel appears to be in efficient condition & when the tanks to be tested & remainder of coal bunkers examined to complete requirements of the special survey N^o 2.

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| Entry Fee (if chargeable) per Scale I., Sec. 27... | £ | 0 | 0 | 0 |
| Office Fee (if chargeable) per Scale II., Sec. 27... | £ | 0 | 0 | 0 |
| Survey Fee (per Section 28) | £ | 1 | 1 | 0 |
| Special on Damage, Fee (if any) (per Sec. 28) | £ | 0 | 0 | 0 |
| Certificate (if required) to be sent as per margin | £ | 0 | 0 | 0 |
| Travelling Expenses (if chargeable) | £ | 0 | 0 | 0 |
| Second Surveyor's Fee (if any) | £ | 0 | 0 | 0 |
| Committee's Minute | £ | 0 | 0 | 0 |
| Character assigned | £ | 0 | 0 | 0 |

Committee's Minute *29/3/88* Character assigned *Deferred*

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

THURS 29 MARCH 1888

NOV 1888

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Great St. Helens, LONDON.

48188 Lon

Capt^d Andrews the Owner's Representative (Copy of letter attached) stating that I could not find test marks on the stockless anchor, also stated the part examined by me towards the crown of S.L. N^o 2. Capt^d Andrew has since informed me that the makers assert the test marks on the anchor and that on the vessel's return the anchor can be further examined to find the same. Pointed out to Capt^d Andrew that the weight of the stockless anchor is required by the Rules to be one-fourth heavier than the weight set forth in Table 22 of the Rules & he stated that the aggregate weight of the four bower is equal to that stated in the Rules.

J. H. Truscott