

REPORT of SURVEY for REPAIRS, &c.

THURS 25 MARCH 1886

Received in London Office,

Survey held at *Cardiff* Date, First Survey *15 August 1885* Last Survey *19 March 1886*
 in Book *20* (No. of Vessel) *1141* Master *Richard Nigzell*
 TONNAGE *1141* By whom *H. Dwyford & Sons* When *1886-3*
 ET *1801* Owners *J. & M. Gwyn, & Co.* Port belonging to *Liverpool*
 ROSS *1801* Owner's Address *(if not already recorded in Appendix to Register Book.)*
 UNDER DK *1801* Name of Dock *Mount Stuart* Destined Voyage *Bombay*
 Surveyed Afloat or in Dry Dock *Dry Dock* ft.: of Forecastle *66* ft.: of Moulded Depth *25* ft. *4* ins.
 Length of Poop *66* (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *30079* Port *Liverpool* Character *90A*
 S.S. No. *2-84* 11, 84
 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 salt water ft. ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials, as painted on Ship in fresh water ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE *Extensive Repairs including Requirement of Special Survey No. 3.*

This vessel after leaving this Port on the 11th Feb^r 1885 went on to the same night on Lady Island. Various unsuccessful attempts were made to raise her, until the month of May, when she was put up for auction where she lay, and bought by the present owners. Another attempt, which proved successful, was made by the Mount Stuart Dry Dock Co. to raise the vessel, and she was brought into their dock at this Port in August last, since which she has undergone extensive repairs, and is now complete ready for sea. See Letter to Sec^y dated 29th Dec^r 1885.

Repairs.—Hull renewed for a length of 50 feet from midships forward, and from thence to fore foot joined as required; Stern frame cut out, welded in the places where broken, and refitted; Rudder unshipped & stripped, the frame welded where broken, new plates riveted on same, and the rudder refitted.

Boards:—3 in After Hold, 3 1/2 in Machinery space & Mid. Tank, & 1 1/2 in Main & Fore Holds, wholly or partly renewed to satisfactory shifts with double straps treble riveted as before.

Planks:—6 in After Hold, 3 1/2 in midships, & 2 1/2 in Main & Fore Holds, cut and part renewed to satisfactory shifts, or strengthened by lay beams or angles as directed.

PRESENT CONDITION OF THE	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	4 in New	Good
Overways	"	Transoms Rivets	"	Rudder	"	Masts, Yards, &c.	"	"
Stings	"	Breasthooks and Stanchions	"	Windlass & Capstan	"	Condition, how ascertained	Examined	"
Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	"	Sails	New	Good
r Dk. Beams & Fastenings	"	Timber of Frame at the openings	"	Cement (if Iron Ship)	"	Anchors	No. of 36, 1 S.D. New	"
Stanchions	"	Ditto ditto at other places	"	Caulking of Bot'm, D'k, & Wat'rways	"	Cables	2 1/2 in New	"
Strakes	"	Keelsons	"	Copper, or Y.M.	"	Hawsers & Warps	New	"
Sides	"	Clamps & Shelves	Stringers	When put on	Good	Standing & Running Rigging	part New	"
Decks	"	Coal Bunker, Openings, Lids, &c.	"	Scuppers	Good	Hatches	New	"
Line Room Skylights	"							

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

The Repairs herein stated have been efficiently carried out, and the vessel is now in good efficient condition. The requirements of the Special Survey No. 3 have been fully complied with, and the vessel is eligible for entry in the Register as originally classed—90A-1, and have the record in the Register Book of S.S. No. 3-86.

Fee (if chargeable) per Scale I., Sec. 27. £ 4 : 0 : 0
 Fee (if chargeable) per Scale II., Sec. 27. £ 16 : 16 : 0
 Survey Fee (per Section 28) £ 5 : 0 : 0
 Damage Fee (if any) (per Sec. 28) £ : : :
 Certificate (if required) to be sent as per margin £ : : :
 Selling Expenses (if chargeable) £ : : :
 and Surveyor's Fee (if any) £ : : :
 Committee's Minute *FRIDAY 26 MARCH 1886*
 Character assigned *90A-1*
 S.S. No. *3-86* dep *86*

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.
 LRF-PUN-CFF 83-0274 (1/2)
 © 2019 Lloyd's Register Foundation

Reverse Frames:— 23 in Machinery Space & Deep Tank, and 2 in Mainhold
part renewed and strengthened as directed.

Centre Line, Side and Ridge Keelsons. entirely renewed for a
distance of nearly 100 feet amidships. Plating:— 108 plates bottom
and keel renewed; 64 plates cut out, joined, and refitted, and
plates joined in place. The whole of the Keelsons, stringers, iron & wood deck
& Main Deck from No 3 Hatch aft, renewed; and a large portion of the deck
leading from No 3 Hatch forward, also renewed, weather deck caulked throughout.
The vessel was formerly fitted with a long Deck House aft, and a short Bridge House amidships.
The Deck House has now been done away with, and the Bridge House extended to a total length
of 66' 6", with new frames, beams, stringers, Engine Covering, Engine & Galley skylights,
Chairs & Wheelhouse, Bunker Hatch, and wood deck, fitted to same. An iron
superstructure has been constructed aft to cover the Wheel House. Iron Bulwarks 4 ft in height
with efficient stanchions, angle iron & wood rail, have now been fitted in lieu of the
old iron stanchions & chains which the vessel previously had. After Hatch renewed.

Midship Deep Tank:— 2 plates in End Bulkhead, plates & angles of middle line bulk, & 6 plates
tank top, renewed, and a new hatch fitted. A large number of old stanchions
were refitted. Three-fourths of the cement in Bottom, renewed. The whole of the
ceiling in hold removed, part renewed and the remainder refitted. New Hold Vent:
& Pump including Fresh Water Pump & Pipes fitted. Bulwark Plating at Bow raised and
new Bow Chocks fitted. New Iron Companion fitted to Greenst. The following portions fitted
were:— New Ladders to Bridge & Greenst.; Flying Bridge & fittings; shoots & Coal bunkers;
skylights; Stanchion Ventilators; Steam Mules; Steam steering Gear, rods, chains, & blocks;
Engine Room Telegraph, Compress, solid tackle to all hatchways, boats' slides & davits;
boats & fittings to same; Anchor Crane & falls; one set of sails; Tarpaulins to Hatches;
ropes, Lanyards & greater part of rigging; and new anchors & chains, warps & bowlines as
announced below.

Anchor 30' 2" 21 1/4 cwt; 1 anchor 30' 1 1/2 cwt; 1 anchor 26' 4 cwt; then 1 anchor 9' 1" 21 cwt;
Kedge 4' 2" 21 1/4 cwt; 1 Kedge 2' 2" 21 1/4 cwt; and 245 fathoms of 1 1/2" stud link Chain cable,
all of which the necessary certificates were produced, and compared with marks on same.
Steam chain, Hawsers, warps & bowlines supplied in accordance with bill requirements.
Widlar's overhauled, repaired & refitted. Bottom chipped & scraped & painted.

Requirements of S.S. No 3 now effected:— Bottom examined, and repaired as
directed; the whole of the ceiling and the greater portion of the cement removed throughout the
hold; coal bunkers entirely cleared; and the vessel chipped & scraped both inside
& outside. All parts of the vessel examined from stem to stern.
Repairs arranged. Tacks tested in accordance with the rules.
All damaged & defective portions of the vessel renewed or repaired as
before described. Widlar's overhauled & examined. Chain cables,
anchors, Hawsers & warps, and sails & boat, supplied new as stated
above.

A Midship section showing arrangements of
Bridge House, and Bulwarks accompanies this Report.

J. G. Rule
J. Keydell
Lloyd's Register
LRF-PUN-CFF83 Foundation