

REPORT of SURVEY for REPAIRS, &c.

No. *4492*

Received in London Office,

Thursday, 10th June, 1886.

No. in Reg. Book *501* Survey held at *Glasgow* Date, First Survey *31st May* Last Survey *1st June* 1886
(No. of Visits *three*)

TONNAGE:—

NET *469*

GROSS *1234*

UNDER DK. *994*

Built at *Newcastle*

Owners *Hatts, Ward, & Co.*

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

By whom *Schlesinger, Davis, & Co.* When *1871*

Port belonging to *London*

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Meadowside* Destined Voyage *West Indies*

Length of Poop *✓* ft.: of Forecastle *✓* ft.: of Raised Or. Deck *✓* ft.: Moulded Depth *✓* ft. *✓* ins.

(if these particulars are not yet recorded in the Register Book.)

Years assigned, if a Wood Ship.

Character in Register Book.

Classed

Last Survey, No. *✓* Port *✓*

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard 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 salt water *✓* ft. *✓* ins.
in fresh water *✓* ft. *✓* ins.

REPAIRS, OR EXAMINATION AS PER RULE

Examination in Dry Dock and Damage Repairs

Vessel stated to have grounded when steaming into Falmouth on the 7th April 1886 on a voyage from Montego towards Falmouth has now been docked for examination. The bottom was found in good order with the exception of one plate in second stake from centre line on port side between Engines & Boiler, slightly indented and paint scrubbed. The cement inside did not appear to have been disturbed. The Rudder was lifted, a new heel pintle cup-bearing fitted in bottom boss, the first pintle above failed and sheathed top brace and stops rivetted. Bottom cleaned and recoated.

The fore topmast was found broken and lying upon the deck, it being stated that this damage occurred on the 22nd May 1886, Vessel being then in the West India Docks London discharging cargo, the fore stay having given way through too much strain being put upon the "breaking out" purchase. A new fore-topmast of Pitch Pine 45' 0" extreme length by 13 1/2" diam. has been supplied, with new iron stays and back stays and the necessary running gear.

The Lower Mast has been carefully examined and found uninjured

PRESENT CONDITION OF THE		Plating		Good		Good		Good		Good	
Decks	<i>Good</i>	Peak (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	<i>Good</i>	Masts, Yards, &c.	<i>do.</i>	Condition, how ascertained	<i>Special examination</i>
Waterways	<i>do.</i>	Tacoonails or Rivets	<i>do.</i>	Rudder	<i>do.</i>	Sails	<i>Good</i>	Anchors	No. of <i>lost</i>	Cables	<i>examined & reported good</i>
Comings	<i>do.</i>	Breasthooks and Stomson	<i>do.</i>	Windlass & Capstan	<i>do.</i>	Hawsers & Warps	<i>Good</i>	Standing & Running Rigging	<i>official</i>	Hatches	<i>Good</i>
Up'r Dk. Beams & Fastenings	<i>do.</i>	Transoms, Pointers, & Grutches	<i>do.</i>	Pumps	<i>do.</i>	Cement (if Iron Ship)	<i>do.</i>	Caulking of Bot'm, D'k, & Watrways	<i>do.</i>	Copper, or Y.M.	<i>✓</i>
Low'r Dk. Beams & Fastenings	<i>do.</i>	Timbers of Frame at the openings	<i>do.</i>	Clamps & Shelves	<i>✓</i>	When put on	<i>✓</i>				
Planksheers	<i>Good</i>	Ditto ditto at other places	<i>do.</i>								
Sheerstrakes	<i>Good</i>	Keelsons	<i>do.</i>								
Topsides	<i>do.</i>										
Wales	<i>✓</i>										
Engine Room Skylights	<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>✓</i>	Scuppers	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>				

General Observations, Opinion as to Class, &c.: *The attention of the Overseer Superintendent (Mr Hodson) was called to the amount of corrosion in the Lower Deck plating in side bunkers and an undertaking was given that the necessary repairs or renewals would be carried out upon the Vessel's return to this country. I consider that she is eligible to remain as classed, upon the above under-
-standing.*

Entry Fee (if chargeable) per Scale I., Sec. 27.	£			
Office Fee (if chargeable) per Scale II., Sec. 27.	£			
Survey Fee (per Section 28)	£	2	2	0
Special Damage Fee (if any) (per Sec. 28)	£			
*Certificate (if required) to be sent as per margin	£			
Travelling Expenses (if chargeable)	£			
Second Surveyor's Fee (if any)	£		10	6

received by me *5/6/1886*

H. J. Conner-Dutton
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute *Friday, 11th June, 1886.*

Character assigned *Red*