

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office,

FRIDAY 2 NOV 1883

No. *171* in Survey held at *London* Date, first Survey *Oct 8th* Last Survey *25th Nov 1883*
 Reg. Book. *on the Roy Sailing Barge KINGDOM of SWEDEN* Master *A. Cooper.*
 TONNAGE under Tonnage Deck *727* Built at *Sundereand* When built *1875*
 Ditto of Spar Deck, or Avoning Deck *727* Owners *Forman & Smith* Port belonging to *London*
 Ditto of Poop *727* Residence *By whom built* *Forman & Smith* Destined Voyage *Canterbury N.Z.*
 Ditto of Raised Qr. Dk. *727* If Surveyed Afloat or in Dry Dock *West India Trading Sh.*
 Ditto of Houses on Deck *727* (State Name of Dock)
 Ditto of Forecastle *727* Gross Tonnage *830*
 Crew Space, as per Rule *788*
 Register Tonnage, cut on Beam *788*
 Engine Room *788*
 Reg. Tons as St' mer, cut on Bm. *788*

Length of Poop *41* ft. Ditto, Forecastle *27* ft. Ditto, Raised Quarter Deck *—* ft. Classed *100A1*

Last Survey, No. *41786* Port *Lon* *S.S. Lon No 179 9.82*

REPAIRS, OR EXAMINATION AS PER RULE Cause of Repairs to be clearly stated. *Special Survey No 2.*

State dates of any letters respecting this case

This vessel has been placed in dry dock the bottom examined scraped and painted, the pintles of the Rudder bushed, the lumber boards ceiling equal to three staves fore and aft on each side of the Keelson timbers and the floors & cement washed, the cement in the bays being found to be satisfactorily adhering to the iron. The cables were hauled, and the masts & spars examined new fore and main topmasts to replace those defective fitted. The iron windlass examined & found in good working order.

Present Condition of the	Good	Repaired	where seen	Good	Windlass and Capstan	Good
Decks						
Waterways	4				Pumps <i>3</i>	4
Comings	4				Boats <i>4</i>	4
Upper Deck Beams & Fastenings	4				Masts, Yards, &c.	4
Lower Deck Beams & Fastenings	4				Condition, how ascertained	examined
Planksheers	4				Sails <i>2 Suits</i>	good
Sheerstrakes	4				Anchors No. of <i>3, 3 - 13.2 16</i>	
Topsides	4				Cables <i>hauled</i>	complete
Wales	4				Hawsers and Warps	sufficient
Plank (Bottom) and Counter	4				Standing & Running Rigging	good
Engine Room Skylights	—				Cargo and Main Hatchways	good
Coal Bunker, Openings, Lids, &c.	good				Hatches	good
General Observations, Opinion as to Class, &c.						

This vessel appears in a sound and efficient condition, eligible in my opinion to remain as classed, it is submitted that the notation *S.S. Lon No 2* be recorded against her name in the Register Book as having passed the Survey No 2

The Amount of Entry Fee ... £ *—* : — received by me, *478*
 Special ... £ *4* : *4* : *0* 5/11 1883

Certificate (if required) to be sent as per margin... £ *5* : *5* : *—*

(Travelling Expenses, if any, £) Committee's Minute

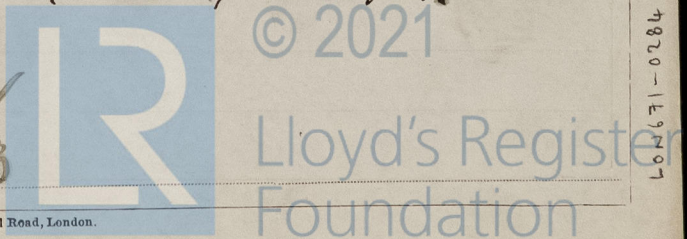
Character assigned *100A1*
S.S. No 2 - 83

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

(The Surveyors are requested not to write on or below the space for Committee's Minutes.)

(Insert Character precisely as in Register Book.)

43102



43102 Jan

On the Lower deck the beam at fore end of
the Main hatch and the beam before it
are cut, and compensated by doubling plates
secured with nut & screw bolts. Squares also
unriveted & secured with nut & screw bolts, to
admit of a large package being shipped &
stowed in the hold, which when discharged
it is intended to replace the bolts by rivets.

Edward J. Tierney.
J. H. Truscott.



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