

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

FRIDAY 15 AUGUST 1884

No.

No. in Reg. Book.

Survey held at

Date, First Survey

Last Survey

25<sup>th</sup> July 1884

53 on the

S Shannon

Master Anderson

YEAR. MONTH.

TONNAGE:-

NET 1252

GROSS 1252

UNDER DK. 1137

Built at

London

By whom

R & H Green

When 1862

5

Owners

Wright Bros & Co

Port belonging to

London

Owner's Address

(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock

Name of Dock Shadwell Dock Destined Voyage

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.

Last Survey, No.

268 Port

Ing

(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

I went to this vessel when she was discharging her homeward cargo and could not find any of it damaged, and saw her after the cargo was out, and the Captain informed me the cargo had been delivered in good condition and that she was quite tight and fit to carry any kind of cargo &c."

The side lights between decks have always been in the ship, and are fitted as all Messrs R & H. Green's Nord vessels are done and well protected against damage or leakage if properly attended to.

Not being informed by the owners when she went into Dry Dock, but accidentally heard of her being put into the Sunbeam Dry Dock on the 28<sup>th</sup> Ult at 5 o'clock in the afternoon. I went there the next morning between 8 & 9 o'clock & <sup>as she was</sup> not there. The foreman told me they had unrigged in the night & put 5 sheets of y metal on the hull & patched other parts but no other damage could be found. I have never been able to find her since undocked & think she must have sailed. 17/8/84

PRESENT CONDITION OF THE

Decks	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Waterways	"	Treenails or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	Breasthooks and Stemson	"	Copper, or Y.M. When put on 5. 1883 (State if on Felt.) Patched now	"	Condition, how ascertained	From Sk
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Cement (if Iron Ship)	"	Sails	"
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"	Caulk'ng of Bot'm, D'k, & Watrways	Good	Anchors No. of 3 Nos. 4 & 2 lbs	"
Planksheers	"	Ditto ditto at other places	"	Windlass & Capstan	"	Cables Part on Sk	Good
Sheerstrakes	"	Keelsons	"	Pumps	"	Hawsers & Warps	"
Topsides	"	Clamps & Shelves	"	Cargo & Main Hatchways	Good	Standing & Running Rigging	"
Wales	"	Coal Bunker, Openings, Lids, &c.	"	Scuppers	Good	Hatches	"
Engine Room Skylights	"						

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

She is now in an efficient state and in my opinion eligible to remain as classed

Entry or Registration Fee (if chargeable) £ : :  
(per Section 27, Scale I. or II.)  
Survey Fee (per Section 28) £ : :  
Special Damage Fee (if any) (per Sec. 28) £ : :  
Certificate (if required) £ : :  
Travelling Expenses (if chargeable) £ : :  
Second Surveyor's Fee (if any) £ : :

received by me,  
188

Serphouse Martindale

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

Committee's Minute

Character assigned

TUESDAY 19 AUGUST 1884

Four 10/1

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

LON 673-0147