

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

MONDAY 20 JULY 1885

No. *730* in Reg. Book. Survey held at *London* Date, First Survey *May 7th* Last Survey *June 11th* 1885

(No. of Visits)

Master *Strong*

When *1874-10*

TONNAGE:—

NET *632*

GROSS *973*

UNDER DK. *779*

Built at *Sunderland*

By whom *Short Bros*

Owners *Taylor & Sanderson*

Port belonging to *Sunderland*

Owners' Address *Sunderland*

If Surveyed Afloat or in Dry Dock

Name of Dock *Union Dock*

Destined Voyage

Length of *Keel* *40* ft.: of Forecastle *24* ft.: of Raised Or. Deck *77* ft.: Moulded Depth *90* ft. *1* 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. *13051* Port *Sunderland*

S.S. Loph No 3-82

90 A 1
3.83

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. 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.)

REPAIRS, OR EXAMINATION AS PER RULE

In consequence of damage this vessel has now been placed in dry dock and the bottom on examination found to be set up at After part of Fore Hold Tank with the floors and frames broken in way of same.

Two lengths of Keel taken out furnace faired and replaced; 29 tank top plates including 6 wing plates at sides taken off, 16 of the tank top plates furnace faired and replaced after welding cracks in same where necessary, and 7 plates renewed, 2 of the wing plates fired faired and replaced, and 4 renewed; 17 floors renewed; 18 frames right across bottom including bulkhead frame at fore side, and 3 others on port side only, also 17 pairs of reverse frames, renewed the whole fitted with good shifts at and above the bilges and butts well connected. The shell plates in the flat & lower bilges & garboard plates in way of the broken floors and frames taken down faired and replaced.

PRESENT CONDITION OF THE

Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	<i>Good</i>
Waterways	<i>"</i>	Trunnels or Rivets	<i>"</i>	Rudder	<i>"</i>	Masts, Yards, &c.	<i>"</i>
Comings	<i>"</i>	Breasthooks & Stemson	<i>"</i>	Windlass & Capstan	<i>"</i>	Condition, how ascertained	<i>Examined</i>
Up'r Dk. Beams & Fastenings	<i>"</i>	Transoms, Pointers, & Crutches	<i>"</i>	Pumps	<i>"</i>	Sails	<i>Sufficient</i>
Low'r Dk. Beams & Fastenings	<i>"</i>	Timbers of Frame at the openings	<i>"</i>	Cement (if Iron Ship)	<i>Estimated 7/4 p 85</i>	Anchors	No. of <i>3B, 1S, 2K</i>
Planksheers	<i>"</i>	Ditto ditto at other places	<i>"</i>	Caulking of Bot'm, D'k, & Watrways	<i>Good</i>	Cables	<i>Complete (replaced)</i>
Sheerstrakes	<i>"</i>	Keelsons	<i>"</i>	Copper, or Y.M.	<i>"</i>	Hawsers & Warps	<i>Sufficient</i>
Topsides	<i>"</i>	Clamps & Shelves	<i>"</i>	(State if on Felt.)	<i>"</i>	Standing & Running Rigging	<i>"</i>
Wales	<i>"</i>			When put on	<i>"</i>	Hatches	<i>Good</i>
Engine Room Skylights	<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Scuppers	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>

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

This vessel is now in good and efficient condition and eligible in our opinion to remain as classed with record of S.S. Lon No 1-85 in the Register Book. No damage survey required.

Entry Fee (if chargeable) per Scale I., Sec. 27.

Office Fee (if chargeable) per Scale II., Sec. 27.

Survey Fee (per Section 28) *13/7/85*

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)

received by me, *11.2.1886*

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

Committee's Minute

Character assigned

TUESDAY 21 JULY 1885

capt 2 garboard plates renewed, the whole of these plates countersunk, butt straps and liners fitted in various places to fair shell plating. Two shell plates in port bilge at after end of Engine room taken out, one furnace, fair and replaced and one renewed. One plate in Stakehole bulkhead renewed. The Centre Keelson and 6 Longitudinal girders in tank removed in way of damage, 12 plates in the longitudinal girders kind & fair and replaced 4 of them the other 8 removed, also 3 plates in Centre Keelson renewed, new angle iron fitted at top and bottom of these plates.

The double angle iron stringer at upper bilge taken off for fitting the new frames & reverse frames and replaced.

The Cement renewed in way of damage and ceiling replaced with part new. The bottom and new work painted. Tanks all examined and tested. The spars and windlats examined and the general equipment attended to. All started rivets renewed and butts examined and caulking attended to where necessary. vessel examined throughout and chain cables ranged.

J. Wm Miles
Edwa Jno Pierney