

REPORT of SURVEY for REPAIRS, &c.

45289

No. 64

Received in London Office, LONDON 31 AUGUST 1885

No. in Reg. Book. Survey held at *London*
on the *Iron Steamer "Merkara"*

Date, First Survey *22nd June* Last Survey *18th July* 1885

(No. of Visits)

Master *G. Phillips*

YEAR. MONTH.

When *1875* *7th*

Port belonging to *Glasgow*

TONNAGE:—

NET *1996.31*

GROSS *3094.74*

UNDER DECK *2069.35*

Built at *Dumbarton*

By whom *W. Denny & Bros.*

Owners *D. Macneil & P. Denny.*

Owner's Address

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

If Surveyed Afloat or in Dry Dock *In Dry Dock* Name of Dock *Royal Albert*

Destined Voyage *Australia.*

Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins. *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. *444683* Port *London*

L.L. Lon. No 2-A3.

100A.1.

2,85

(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

The bottom has been examined and coated.
The bridge has been lengthened 24 feet at its fore end & 16½ feet at its after end. The new frames of bridge are 5" x 3" x ¾" - heels turned & ¾" bracket plates fitted to the same. Beams 5½" x 3" x ¾" at every frame. Springer plate 18" x ¾". Fore & aft tie plate 5 feet each side of middle line 10½" x ¾". Outside plating ¾". Bulkhead at front of bridge ¾" stiffened with T-irons 6" x 4" x ½" worked vertically on the plate edges 3'-9" apart. Deck 2½" of teak. All the upper deck beams in way of bridge are pillared. The deck house between Nos 3 & 4 hatches has been lengthened 18 feet at its after end - and all the upper deck beams under this house are pillared. A refrigerator has been fitted in the after part of No 2 hold. The hold beams under the engine for refrigerator are efficiently pillared. The hold beam at the after end of No 3 hatch has been cut so that the middle part can be shifted - this beam has been efficiently strengthened and pillared on each side. One watertight door now fitted at both the

PRESENT CONDITION OF THE

Decks	<i>good</i>	Plank (Bottom) & Counter	<i>good</i>	Ceiling	<i>good</i>	Boats	<i>good</i>
Waterways	<i>good</i>	Stitching or Rivets	<i>good</i>	Rudder	<i>good</i>	Masts, Yards, &c.	<i>good</i>
Comings	<i>good</i>	Breasthooks and Stemson	<i>good</i>	Windlass & Capstan	<i>good</i>	Condition, how ascertained	<i>from deck</i>
Up'r Dk. Beams & Fastenings	<i>good</i>	Transoms, Reisters, & Crutches	<i>good</i>	Pumps	<i>good</i>	Sails	<i>good</i>
Beams & Fastenings	<i>good</i>	Timbers of Frame at the openings	<i>good</i>	Cement (if Iron Ship)	<i>good</i>	Anchors	<i>No. of 3 B. 1 S. 2 K.</i>
	<i>good</i>	Ditto ditto at other places	<i>good</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>good</i>	Cables	<i>good</i>
	<i>good</i>	Keelsons	<i>good</i>	Scupper, or Y.M.	<i>good</i>	Hawsers & Warps	<i>good</i>
	<i>good</i>	Clamps & Sheifs	<i>good</i>	(State if on Fall)	<i>good</i>	Standing & Running Rigging	<i>good</i>
Engine Room Skylights	<i>good</i>	Coal Bunker, Openings, Lids, &c.	<i>good</i>	When put on	<i>good</i>	Hatches	<i>good</i>
General Observations, Opinion as to Class, &c.:							

This vessel is in good and efficient condition, and eligible in our opinion to remain as classed.

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

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

Survey Fee (per Section 28) *1/9 185*

Special Damage Fee (if any) (per Sec. 28) *0*

Certificate (if required) to be sent as per margin

Travelling Expenses (if chargeable) *0*

Second Surveyor's Fee (if any) *0*

Committee's Minute

Character assigned

TUESDAY 1 SEPT 1885

J. H. Truscott *W. L. Dacey*
Surveyor to Lloyd's Register of British & Foreign Shipping.



Lloyd's Register Foundation

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

LONG 15-0407

45289 *don*

engine room bulkheads in the tween decks.

J. H. Truscott.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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