

45380

TUESDAY 29 SEPT 1885

No. in ~~Survey~~ held at *Lندن*
Reg. Book.

Date, First Survey 14th Sept. Last Survey 23rd Sept. 1885

(No. of Visits)

598 on the Iron Screw Steamer "LONG DITTON" Master John Grant

TONNAGE:—

NET 617

GROSS 813

UNDER DK. 727

Built at Sunderland

By whom

J. R. Oswald & Co. When 1870

When 1870

Owners *Commercial T. L. Co.*

Port belonging to *Lund*

Owner's Address

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

If Surveyed Afloat or in Dry Dock *Dry dock* Name of Dock *Lincolnton* Destined Voyage *Cardiff*

<i>Length of Poop</i>	<i>ft.:</i>	<i>of Forecastle</i>	<i>ft.:</i>	<i>of Raised Or. Deck</i>	<i>ft.:</i>	<i>Moulded Depth</i>	<i>ft.</i>	<i>ins</i>
(If these particulars are not yet recorded in the Register Book.)						Years assigned, if a Wreck ship.	Character in Register Book	

Classed

Years assigned,
if a Wood Ship.

Character in
Register Book

1882 - 9 mo

A1 - 1

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. (if assigned) as painted on Ship

in salt water	ft.	ins
in fresh water	ft.	ins

REPAIRS, OR EXAMINATION AS PER RULE

Periodical Survey.

This Vessel has been surveyed in the Linckholm dry dock, Linchouse. The bottom outside found in good order, but the sides along the water line were scaly, and have now been scaled, and the whole of the vessel outside painted. The rudder found in good order.

The hatches of ceiling in main hold have been lifted, and the timbers there, together with those under the engines and boilers cleaned out, and the floors and framing cleaned and coated. The water ballast tanks have been emptied and cleaned out, and the interior of same coated with cement wash. The sides of the holds have been scaled and coated with boiled oil and zinc paint. A portion of the ceiling has been lifted in the bunkers, and their sides scaled and coated with black varnish. The wood lining has been removed from the sides of the forecath, and the sides scaled and painted. The upper parts of the peaks have been cleaned and painted, & the lower parts coated with cement wash.

PRESENT CONDITION OF THE

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

General Observations, Opinion as to Class, &c.: This vessel now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed in the Underwriter's Registry for Iron Vessels, and to be noted 5th Survey 1885.

Entry Fee (if chargeable) per Scale I., Sec. 27.	£	—	:	—	}
Office Fee (if chargeable) per Scale II., Sec. 27.	£	:	:		
Survey Fee (per Section 28)	£	4	:	4	
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,
15710 188 d

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

Committee's Minute

FRIDAY 2 OCT 1885

Character assigned

5th Survey 1883

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 10, Old Street, Goswell Road, London

LONG 5-0516

Lloyd's Register
Foundation

The interior of the shaft tunnel and compartment at its after end cleaned & painted. The chain cable lifted (270 fathoms) and examined, in three of the lengths there were several studs missing, and these have now been replaced.

WELLS FOR ALL LANGUAGES