

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office, MONDAY 2<sup>nd</sup> Nov 1885

o. in Survey held at London Date, First Survey 2<sup>nd</sup> Sept Last Survey 15<sup>th</sup> Oct 1885  
Book. (No. of Visits)

688 on the Iron Sec. Stm. Bq. "Erl King" Master  
TONNAGE:— Built at Glasgow By whom A & J. Inglis. When 1865 9<sup>th</sup>  
NET 1418 Owners W. Ross & Co Port belonging to Glasgow  
GROSS 2193  
UNDER DK. 1583 Owner's Address  
(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock On Pontoon Name of Dock Victoria Docks Destined Voyage Canada

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.)

Last Survey, No. 100A.1. Port S. S. Liv. N<sup>o</sup> 3-81.  
Classed 100A.1.  
Character in Register Book. sp. deck  
(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in salt water ft. ins.  
Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in fresh water ft. ins.  
of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE Damage repairs - also part S. S. N<sup>o</sup> 1.

On the starboard side aft between the main deck and the spar deck - the upper part of 4 frames renewed - these frames also straightened & doubled about 5½ ft. 6 frames straightened & doubled about 5½ feet. One frame straightened. The end of 4 bulk beams straightened and doubled with a ¾" plate 2 ft. long on each side. 2 rounded gunwale plates faired in place. In the first strake below gunwale plate, one plate renewed and one plate refitted. In the second strake below gunwale plate, 2 plates renewed & one plate straightened in place. Cabin lining in way of the above made good.

On the starboard side forward, 6 frames renewed from the spar deck to about 2 ft. above and below main deck alternately - two of these frames also straightened in place. One frame straightened and repaired with long bosom angle iron. One frame on the port side straightened. On the starboard side 2 plates of the spar deck sheerstrake and 4 plates of the first strake below it (including 1 plate of head) renewed. On the port side one short plate of head

PRESENT CONDITION OF THE		Plank	Plank (Bottom) & Counter	good	Ceiling	good	Boats	good
Decks	upper - good	see remarks not to main	see remarks not to main	good	see remarks not to main	good	see remarks not to main	good
Waterways	see remarks not to main	see remarks not to main	see remarks not to main	good	see remarks not to main	good	see remarks not to main	good
Comings	see remarks not to main	see remarks not to main	see remarks not to main	good	see remarks not to main	good	see remarks not to main	good
Up'r Dk. Beams & Fastenings	see remarks not to main	see remarks not to main	see remarks not to main	good	see remarks not to main	good	see remarks not to main	good
Low'r Dk. Beams & Fastenings	see remarks not to main	see remarks not to main	see remarks not to main	good	see remarks not to main	good	see remarks not to main	good
Planksheers	see remarks not to main	see remarks not to main	see remarks not to main	good	see remarks not to main	good	see remarks not to main	good
Sheerstrakes	see remarks not to main	see remarks not to main	see remarks not to main	good	see remarks not to main	good	see remarks not to main	good
Topsides	see remarks not to main	see remarks not to main	see remarks not to main	good	see remarks not to main	good	see remarks not to main	good
Wales	see remarks not to main	see remarks not to main	see remarks not to main	good	see remarks not to main	good	see remarks not to main	good
Engine Room Skylights	see remarks not to main	see remarks not to main	see remarks not to main	good	see remarks not to main	good	see remarks not to main	good
Coal Bunker, Openings, Lids, &c.	see remarks not to main	see remarks not to main	see remarks not to main	good	see remarks not to main	good	see remarks not to main	good
Scuppers	see remarks not to main	see remarks not to main	see remarks not to main	good	see remarks not to main	good	see remarks not to main	good
Cargo & Main Hatchways	see remarks not to main	see remarks not to main	see remarks not to main	good	see remarks not to main	good	see remarks not to main	good
Hatches	see remarks not to main	see remarks not to main	see remarks not to main	good	see remarks not to main	good	see remarks not to main	good

General Observations, Opinion as to Class, &c. :  
On the vessel's return from her voyage the cement in N<sup>o</sup> 3 hold should be removed and renewed and the vessel cleaned as above mentioned and the remainder of the special survey N<sup>o</sup> 1 be complied with. In other respects the vessel where examined appears to be in good condition and eligible 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) 31/11/85	£	4	: 4 : 0
Special Damage Fee (if any) (per Sec. 28)	£	4	: 4 : 0
*Certificate (if required) to be sent as per margin	£	:	:
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	:

Committee's Minute Tuesday, November 3<sup>rd</sup> 1885.  
Character assigned 100A.1.  
Note case



45480. Jan.

renewed and one straightened in place. At head 24 ft. length of angle iron at upper edge of side plating, 4 frames and 2 transverse plates renewed at these frames. At knight heads 5½ ft. depth of one transverse plate renewed. One angle iron beam renewed. Two bulb-beams repaired. On the starboard side one length of spar deck stringer plate straightened in place and one length renewed; one breasthook plate renewed. 19 feet of gunwale angle iron, 24 ft. of waterway, 16 ft. of bow chock & one iron transporting chock renewed. 63 ft. of teak rail, 10 stanchions, one cat davit & stuffing box to the same renewed. The wood bowsprit including bowsprit shrouds and bobstay, chocks between beams at heel, also strap over bowsprit at heel renewed. 2 pillars to spar deck welded & refitted. On the starboard side the hawse box inside renewed and the outside box partly renewed. The berths in way of damage made good. 11 planks of spar deck refitted and 4 planks renewed; 11 feet of starboard bow chock refitted and other smaller repairs effected. One hawse pipe on the starboard bow, <sup>at the same time</sup> believed by the Master to have been broken, has now been renewed.

Part special survey N°1. The limber boards & ceiling equal to one stroke removed on each side in N°1 & 3 holds. In N°1 hold, the floors found to be very rusty and the sides of this hold also require scaling. In N°3 hold, a butt strap of garboard strake in the 4<sup>th</sup> limber abaft the fore bulkhead of this hold, <sup>starboard side</sup> was found to be much wasted and has now been renewed - an outside strap has also been fitted to this butt. The cement also was found to be worn away in this hold in several places and has been temporarily repaired - but as it was found very thin - recommended to the Owner that the whole of it in this hold (viz. N°3) be removed and renewed on the vessel's return. The floors and sides of N°3 hold also require cleaning and painting. The fore peak examined and found to be very dirty and requiring also to be scaled. The lining in forecabin and in cabin aft and in the tween decks should be taken down in order to remove the extensive oxidation. The fore part of the main deck is much worn and should be repaired on vessel's return. One hawse pipe on the port bow renewed. About 2 feet has been cut off the foremast head & a new piece tongued on. Vessel placed on pontoon and bottom outside examined.

J. H. Truscott.

Chas. H. Jordan



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