

REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

WEDNESDAY DEC 1885

No.

No. in Reg. Book. Survey held at *London*

Date, First Survey *18th Nov.* Last Survey *28th Nov. 1885*
(No. of Visits *Five*)

843 on the *Iron Sailing Vessel "EUSEMERE"* Master *W. H. Potter & Sons* YEAR. MONTH. *10*

TONNAGE:—

NET *2651*

GROSS *2720*

UNDER DK. *2536*

Built at *Liverpool*

By whom *W. H. Potter & Sons* When *1884*

Owners *Fisher & Sprott*

Port belonging to *London*

Owners' Address

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

If Surveyed Afloat or in Dry Dock *dry dock* Name of Dock *Victoria Pontoons* Destined Voyage *Bullbourne &c.*

Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins. *100 A 7*
(if these particulars are not yet recorded in the Register Book.)

Classed

100 A 7

Last Survey, No. *29946* Port *Liv*

(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

Condition.

This Vessel has been examined in the Victoria Pontoons, and afloat in the Victoria, and South (W. I.) Docks.

The bottom found in good order, has been cleaned and painted. Painting had taken place forward, and the two painting beams which had been fitted to the 2nd and 6th frames abate the collision bulkhead, about 2 ins. below the belp strainer were found adrift; the rivets connecting them to the frames started and broken, and four frame rivets through the shell plating in way of the painting beam to the 6th frame on the port side, started and leaking.

These beams have now been fitted in a line with the belp strainer, and attached thereto with four plates about 5' 0" long x 2' 6" wide x 9/16" thick, and to the frames with knee plates 3' 0" deep x 2' 6" wide x 9/16" thick. The beams have also been fitted with clamp plates to clasp the hold stanchions, and wrought iron lugs have been

PRESENT CONDITION OF THE

Decks <i>good</i>	Plank (Bottom) & Counter <i>good</i>	Ceiling <i>good</i>	Boats <i>4</i> <i>good</i>
Waterways <i>"</i>	Transoms 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>from deck</i>
Up'r Dk. Beams & Fastenings <i>"</i>	Transoms, Pointers, & Crutches <i>"</i>	Pumps <i>"</i>	Sails <i>Two suits</i> <i>good</i>
Low'r Dk. Beams & Fastenings <i>"</i>	Timbers of Frame at the openings <i>"</i>	Cement (If Iron Ship) <i>"</i>	Anchors No. of <i>2 B, 1 S, 2 K.</i>
Plank sheers <i>"</i>	Ditto ditto at other places <i>"</i>	Caulking of Bottom, Dk, & Watrways <i>"</i>	Cables <i>Part seen</i> <i>good</i>
Sheerstrakes <i>"</i>	Keelsons <i>"</i>	Copper, or Y.M. (State if on Felt.) When put on <i>"</i>	Hawsers & Warps <i>4 1/2" wire 14" 10"</i>
Topsides <i>"</i>	Clamps & Shells <i>"</i>	Scuppers <i>good</i>	Standing & Running Rigging <i>good</i>
Wales <i>"</i>		Cargo & Main Hatchways <i>good</i>	Hatches <i>good</i>
Engine Room Skylights <i>"</i>	Coal Bunker, Openings, Lids, &c. <i>"</i>		

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

This Vessel now appears to be in a sound and efficient condition and eligible in my 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) *12/12/85* £

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) £

Committee's Minute

Character assigned *100 A*

received by me, *Chas. H. Jordan*
23.12.1885

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

FRIDAY 11 DEC 1885

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tapped on to the same, to support the beams and prevent them from working.

The two lower compartments of the fore peak have now been cleaned and cement washed, and the upper compartment cleaned and painted.

The cast iron bollard just abaft the fore mast on the starboard side had been broken during the voyage, and this together with the one on the port side have now been replaced by others of a larger size.

Chas. H. Jordan
7-12-85

WRITE ACROSS THIS MARGIN.

THE SUPERVISORS ARE REQUESTED NOT



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Foundation