

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

WEDNES. 7 DEC 1885

No. in Reg. Book **317** Survey held at **London** Date, First Survey **26th Oct.** Last Survey **13th Nov. 1885**
(No. of Visits **Eight**) Master **W. H. Lucy**

TONNAGE:— NET **827** GROSS **1368** UNDER DK. **1219**
Built at **London** By whom **C. Lungle** When **1865** 7 MONTH.
Owners **Western & Brazilian Telegraph Co.** 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 **Green's dry dock** Destined Voyage **South America**

Length of Poop **17** ft.: of Forecastle **17** ft.: of Raised Qr. Deck **17** ft.: Moulded Depth **17** ft. ins.
(if these particulars are not yet recorded in the Register Book.)

Classed **SS. N. 3-80**
Last Survey, No. **26642** Port **Iron**
Character in Register Book **A1**
Years assigned, if a Wood Ship. **5, 80**
(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.)
Society's Freeboard (if assigned) in salt water ft. ins.
as painted on Ship. in fresh water ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE **Part I. S. No. 1**

This Vessel has been examined in Green's dry dock, Blackwall, and afloat in the East India docks.

The bottom was found in good order, but the fore foot of the stem was observed to be very much bent over to starboard, which the Chief Officer stated had been caused by the vessel running aground in the River Plate, about two years since, and that the damaged part was afterwards surveyed and riveted at Rio Janeiro.

A plate on the starboard side of the fore-castle near the stem was found to be indented and broken, and has now been repaired. The inside of the fore-castle has been scaled and painted, and the pockets at the forward end filled in with cement. The two chain pipes in the fore-castle have been renewed, and the steam which pipe, and one of the lead scuppers on the port side repaired. The fore peak has been scaled and painted.

The prop deck has been recaulked, and the after peak scaled and painted.

PRESENT CONDITION OF THE		Boats	
Decks	Good	Boats	6 x 1 steam launch, good
Waterways	"	Masts, Yards, &c.	Good
Comings	"	Condition, how ascertained	Examined
Up'r Dk. Beams & Fastenings	"	Sails	Two sets, good
Low'r Dk. Beams & Fastenings	"	Anchors	No. of 4 B 18. 2 K
Plank sheers	"	Cables	Part seen, good
Sheerstrakes	"	Hawse & Warps	15. 9" two 7" one 6" on 4 1/2"
Topsides	"	Standing & Running Rigging	Good
Wales	"		
Engine Room Skylights	Good	Scuppers	Good
Coal Bunker, Openings, Lids, &c.	Good	Cargo & Main Hatchways	Good
		Hatches	Good

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

This vessel so far as now seen appears to be, in all essential respects, in a sound and efficient condition. The owners, in a letter under date of the 27th Oct., and attached herewith, have expressed a wish to postpone the completion of the survey until she returns from her present voyage, which they state will be within three or four months from her departure from this country. The undersigned is of an opinion that the vessel is eligible to remain as classed for that period.

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) £ : 5 :
*Certificate (if required) to be sent as per margin £ :
Travelling Expenses (if chargeable) £ :
Second Surveyor's Fee (if any) £ :
Committee's Minute
Character assigned

FRIDAY 11 DEC 1885
Chas. H. Jordan
Surveyor to Lloyd's Register of British & Foreign Shipping.
7-12-85
Lloyd's Register Foundation
LON 676-0186

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The sides two decks have been examined, and the shell plating behind the clamp or waterway plate, and under the side scuttles, has been sealed and painted.

The aftermost cable tank has now been removed, and the lower deck planking and ties in way of same made good.

New sprocket wheels have been fitted to the windlass, the quadrant to the steering apparatus repaired, and the steering rods renewed.

A new fore topmast, new trussel-trees, and new fore topsail yard have now been fitted. And the fore lower rigging, fore stays and several dead-eye bolts renewed.

The sides of the poop beneath the narrow boarding along the inner side of the main rail moulding appeared to be slightly defective in places, and these parts should be examined on completion of the survey and the boarding removed for that purpose.

The fore hold could not be examined on account of a large quantity of cable gear being stowed there.

The coal bunkers could not be thoroughly examined as they contained a quantity of coal.

The limbers under the engines, boilers and stokehole, and also those in the after hold, could not be properly examined, as they contained a quantity of water, and were very dirty.

The after store room, and lazarette were found to be in need of sealing and painting.

Chas. H. Jordan
7-12-85