

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

SAT 12 DEC 1885

No. in Reg. Book. *18* Survey held at *London* Date, First Survey *1<sup>st</sup> Sept<sup>r</sup>* Last Survey *26<sup>th</sup> Nov<sup>r</sup> 1885*  
*18* on the *Iron Ship "Warwick"* Master *W. Hewer*  
 TONNAGE: — Built at *Pallion* By whom *T. R. Oswald* When *1864*  
 NET *992* Owners *Temperleys, Carter & Parke* Port belonging to *London*  
 GROSS *1050* Owners' Address  
 UNDER DK. *898* (if not previously recorded in Appendix to Register Book.)  
 If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Green's* Destined Voyage *New South Wales*  
 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.)

Classed

\*A.1

Last Survey, No. *29577* Port *Liv*

*S.S. Bel. N° 3-77. S.S. Liv. N° 1-82.*

(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 (if assigned) as painted on Ship. in fresh water ft. ins.  
 of any letters respecting this case.)

## REPAIRS, OR EXAMINATION AS PER RULE

The special survey N° 2 is due on this vessel this year, but permission has been granted to the Owners, in the Secretary's letter dated 31<sup>st</sup> Oct<sup>r</sup> 1885 to defer the special survey in question until her return from the present voyage.

The following, however has now been done towards the S.S. N° 2 viz: the vessel placed in dry dock, and the bottom examined and coated. The wood lining of the windlass sufficiently stripped for examination and the windlass ends exposed. The masts and spars examined. The limber boards on each side of the vessel, lifted from the aft side of chain locker to the fore side of the pump casing, and from 2 ft. abaft water tanks amidships to the first stanchion fore side of the mizen mast — and cement repaired where necessary. It appears from Report of survey held on this vessel at Liverpool in May 1884, that the chain cables were then ranged. The main yard now renewed. The following have ~~now~~ been supplied in place of two bower anchors and 120 fathoms of chain cable lost viz: one anchor weight ex. stock *31-3-7* <sup>cwts. qrs. lbs.</sup> *(P.T.O.)*

PRESENT CONDITION OF THE		Plat <sup>2</sup>							
Boats	good	Plank (Bottom) & Counter	good	Ceiling	good	Boats	good		
Waterways	good	Treenails or Rivets	good	Rudder	good	Masts, Yards, &c.	good		
Windings	good	Breasthooks & Stemson	good	Windlass & Capstan	good	Condition, how ascertained	by exam <sup>n</sup>		
For Dk. Beams & Fastenings	good	Transoms, Pointers, & Crutches	good	Pumps	good	Sails	good		
For Dk. Beams & Fastenings	good	Timbers of Frame at the openings	good	Cement (if Iron Ship)	good	Anchors	No. of <i>3 B. 1 S. 2 K.</i>		
Plank sheers	good	Ditto ditto at other places	good	Caulking of Bot'm, D'k, & Watrways	good	Cables	good		
Sheerstrakes	good	Keelsons	good	Copper, or Y.M. (State if on Eelt.) When put on		Hawsers & Warps	good		
Topsides	good	Clamps & Shells				Standing & Running Rigging	good		
Wales	good								
Engine Room Skylights		Coal Bunker, Openings, Lids, &c.		Scuppers	good	Cargo & Main Hatchways	good	Hatches	good

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

This vessel is in good and efficient condition, eligible in my opinion to remain as classed, and when the remainder of the special survey N° 2 has been completed with, to be marked in the Register Book "S.S. N° 2."

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : :  
 Office Fee (if chargeable) per Scale II., Sec. 27. £ : :  
 Survey Fee (per Section 28) ..... £ 1 : 1 : 0  
 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, *E.H.S.*  
*28/12/1885*

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

Committee's Minute  
 Character assigned

TUESDAY 15 DEC 1885



45635 Jan.

proof strain <sup>Tons. cwt. grs. lbs.</sup> 30-0-2-14 - J. Hartness Sup<sup>dt</sup> Sunderland 4<sup>th</sup> Sept<sup>r</sup>/85 - This anchor stated to have been supplied in Calcutta & since tested as above stated. one anchor weight ex. stock <sup>cwt. grs. lbs.</sup> 25-2-7 - proof strain <sup>Tons. cwt. grs. lbs.</sup> 25-5-3-21 -

J. Hartness Sup<sup>dt</sup> Sunderland 28<sup>th</sup> Nov<sup>r</sup>/84; 90 fathoms of  $1\frac{13}{16}$  inch stud link chain cable - breaking strain  $2\frac{3}{4}$  tons - tensile strain 59  $\frac{1}{2}$  tons -

Robert Durrell Sup<sup>dt</sup> Low Walker 20<sup>th</sup> Dec<sup>r</sup>/82; 30 fathoms of stud link chain cable - <sup>size.</sup> strains, Sup<sup>dt</sup> & place of test - the same as the preceding - date of test 17<sup>th</sup> June/81.

The weight ex. stock of the remaining lower anchor on board is <sup>cwt. gr. lbs.</sup> 30-1-4 (supplied previously) - proof strain <sup>Tons. cwt. grs. lbs.</sup> 25-18-0-14 - (P. G. Lewis Sup<sup>dt</sup> Northerton 4<sup>th</sup> June/81.

90 fathoms of  $3\frac{1}{4}$  inch (circumference) galvanized steel wire hawser now supplied - guaranteed that it will bear a strain of 22 tons without breaking - Binks Brothers, Manufacturers - Millwall London 25 Nov/85.

On account of defects, nine planks of upper deck under fore deck house and two planks immediately <sup>abaft</sup> main hatch, now new.

J. H. Truscott.



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.