

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

FRIDAY 6 FEB 1885

No.

No. in Reg. Book.

Survey held at *London*

Date, First Survey *31<sup>st</sup> Jan<sup>y</sup>* Last Survey *31<sup>st</sup> Jan<sup>y</sup>* 1885

*283* on the *Iron S.W. Sr. "Ossian"*

TONNAGE:

NET *1211*

GROSS *1869*

UNDER DECK *1792*

Built at *Newcastle*

Owners *Glover Bros.*

Owner's Address

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

By whom *C. L. Swan & Co.*

When *1876* *9<sup>th</sup>*

Port belonging to *London.*

If Surveyed Afloat or in Dry Dock *(Dry Dock Name of Dock Carter's)*

Destined Voyage *Newport & India*

Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins. *100 A. 1.*

Classed

Last Survey, No. *14582* Port *Apt*

*L. L. Hul. N<sup>o</sup> 1-81.*

(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. 8.84* 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

*The bottom has been examined and coated. Rudder pintles rebushed.*

*This vessel having been built in 1876 and a special survey being required by the Rules to be held every four years - the special survey N<sup>o</sup> 2 is now overdue. It appears that a bower anchor and a shackle of one length of chain cable were lost and that another anchor and shackle and pin have now been supplied. Wrote to the Owners asking when and where the vessel will be ready to undergo the special survey N<sup>o</sup> 2 and that the test certificate for the anchor and for the shackle of chain cable be produced. Attached is the reply of the Owners. A duplicate certificate of test for the anchor has since been sent to me by Messrs. Lamb & Beal who supplied the anchor - and the marks seen by me on the anchor correspond with the certificate. Extract from the certificate - "Mersey Docks and Harbour Board Chain and Anchor testing department - weight of anchor ex. stock*

### 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>	Transoms or Rivets	<i>do</i>	Rudder	<i>do</i>	Masts, Yards, &c.	<i>do</i>
Comings	<i>do</i>	Breasthooks and Stemson	<i>do</i>	Windlass & Capstan	<i>do</i>	Condition, how ascertained	<i>from deck</i>
Up'r Dk. Beams & Fastenings	<i>do</i>	Transoms, Bainters, & Crutches	<i>do</i>	Pumps	<i>do</i>	Sails	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>do</i>	Timbers of Frames at the openings	<i>do</i>	Cement (if Iron Ship)	<i>do</i>	Anchors	No. of <i>3 B. 1 P. 2 K</i>
Plank sheers	<i>do</i>	Ditto ditto at other places	<i>do</i>	Caulking of Bot'm, D'k, & Watrways	<i>do</i>	Cables	<i>see remarks.</i>
Sheerstrakes	<i>do</i>	Keelsons	<i>do</i>	Copper or V.M. (State if on Hull)	<i>do</i>	Hawsers & Warps	<i>good</i>
Topsides	<i>do</i>	Clamps & Shelves	<i>do</i>	When put on	<i>do</i>	Standing & Running Rigging	<i>do</i>
Wales	<i>do</i>		<i>do</i>	Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>
Engine Room Skylights	<i>do</i>	Coal Bunker, Openings, Lids, &c.	<i>do</i>	Hatches	<i>do</i>		

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

*This case as above referred to I beg to leave for the consideration of the Committee.*

Entry Fee (if chargeable) per Scale I., Sec. 27.	£	:	:	
Office Fee (if chargeable) per Scale II., Sec. 27.	£	:	:	
Survey Fee (per Section 28)	£	0	0	0
Special Damage Fee (if any) (per Sec. 28)	£	:	:	
Certificate (if required). See margin.	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

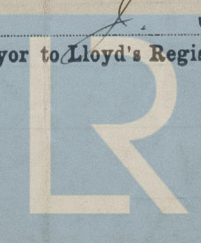
received by me, 188

Committee's Minute

Character assigned

FRIDAY 6 FEB 1885

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



Lloyd's Register Foundation

LON677-0243



46104 *Don*

cwts grs lbs.

29-3-20 has been proved at the Testing Works of the Board and found capable of sustaining a degree of tension equal to 33-16 <sup>Tons Cwt</sup> in weight, being the Special Test. By order of the Board  
(Signed) William Macdonald Superintendent  
Edw. Gillies Secretary 12<sup>th</sup> Jan<sup>y</sup> 1865.

The above Testing Department is not now recognized by the Committee. The anchor lost is stated to have been the heaviest - the Rules require weight ex stock for heaviest to be 30 cwts - so that the anchor now supplied is only 2 lbs less in weight than required.

With reference to the shackle for chain cable Messrs Lamb & Beal state in letter attached, that it was taken off an 1 $\frac{7}{8}$ " cable tested at the River Wear Commissions Sunderland N<sup>o</sup> 795 for ship *Firle* of Dundee. I could however, see no test marks on the shackle.

J. H. Truscott.

THE SURVEYORS ARE REQUESTED NOT TO



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