

REPORT of SURVEY for REPAIRS, &c.

No. 46136 Received in London Office, FRIDAY 7 MAY 1886
 No. in Reg. Book. 596 Survey held at London Date, First Survey Feb 4 Last Survey Feb 9 1886
 on the Iron S.S. "Queen" (No. of Visits 17) Master Jackson
 TONNAGE: 957 Built at Newcastle By whom Queen Sh. B. Co
 NET 1264 Owners Newton Bros & Co When 1865 - 3 MONTH.
 GROSS 896 Owners' Address Port belonging to Hull
 UNDER DK. 896 (if not already recorded in Appendix to Register Book.)

If Surveyed, Afloat or in Dry Dock Name of Dock Princes Dock Destined Voyage
 Length of Poop 14 ft.: of Forecastle 10 ft.: of Raised Or. Deck 17.5
 (if these particulars are not yet recorded in the Register Book.)
 Last Survey, No. 5565 Port Hull Classed load line
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. State also the dates and Initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE Damage Repairing in S.S. No 1
 This vessel has now been placed in Dry Dock. The bottom examined and recoated with paint, the Ceiling removed off from the ballast tanks the tanks cleaned out examined and tested, the timber boards and Ceiling in the bottom clear of the tanks in excess of the rules taken up, examined in way of same and the Ceiling replaced. The hold beams repaired where necessary. The spars examined Windlass and general equipment attended to. The Main Mast renewed and the rigging overhauled. The Weather or Downy Deck recaulked. Fore and aft plating of Coal bunkers renewed with new stiffening bars, and tie beams to Ships side. All the Holds Chipped scraped and painted throughout from the lower hold beams to Close Ceiling. Bilges in Coal bunkers on each side, and under Engines and Boats Good
 Decks Good Plank (Bottom) & Counter Good Ceiling Good Boats Good
 Waterways Good Transoms or Rivets Good Rudder Good Masts, Yards, &c. Good
 Comings Good Breasthooks & Stemson Good Windlass & Capstan Good Condition, how ascertained Examined
 Up'r Dk. Beams & Fastenings Good Transoms, Pointers, & Crutches Good Pumps Good Sails Sufficient
 Low'r Dk. Beams & Fastenings Good Timbers of Frame at the openings Good Cement (if Iron Ship) Cemented 1870 Anchors No. of 3 B 1 & 2 H
 Plank sheers Good Ditto ditto at other places Good Caulking of Bot'm, D'r, & Wat'rways Good Cables Complete
 Sheerstrakes Good Keelsons Good Copper, or Y.M. (State if on Felt.) Good Hawser & Warps Sufficient
 Topsides Good Clamps & Shells Good When put on Good Standing & Running Rigging Good
 Wales Good Coal Bunker, Openings, Lids, &c. Good Scuppers Good Cargo & Main Hatchways Good Hatches Good
 Engine Room Skylights Good

General Observations, Opinion as to Class, &c.:
 This vessel is now in good and efficient Condition and eligible in my opinion to remain as classed and to have S.S. Low No 1-86 recorded in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27. £
 Office Fee (if chargeable) per Scale II., Sec. 27. £
 Survey Fee (per Section 28) £ 5 5
 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
 TUESDAY 11 MAY 1886
 J. W. Miles
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 S.S. No 1-86
 Lloyd's Register Foundation
 LON 677-0287

Boilers cleaned and Cement repaired. The Wood Casing on Tunnel repaired with part new, and two iron plates fitted on the Tunnel Casing. -

This vessel is stated to have sustained damage in consequence of Colliding with Staithes at Shields through stress of weather and by Grounding and Collision at Christiana while on her late voyage from Shields to Christiana thence to Christiansund and London. - On Starboard side in the Shell of Ship, - N^o 6 plate in D Strake, taken out faired and replaced (in way of Fore Hold) N^o 3 plate in M or upper Strake in Fore Castle renewed. Port Side, - N^o 3 plate and N^o 4 plate in B Strake taken out faired and replaced, - 1 plate in B Strake below forward Boiler and partly in Fore Hold renewed, The adjoining plate abaft same also in B Strake taken out faired and replaced, 1 plate in B Strake partly in Engine Room and partly in After Tank renewed, - 1 plate in C Strake in After Hold cut out faired and replaced, 1 plate in H Strake partly in Engine Room and partly in After Hold cut out, faired and replaced, The adjoining plate abaft same, also in H Strake, cut out faired and replaced, 3 broken frames in way of the three last mentioned plates, repaired. N^o 3 plate in J Strake cut out faired and replaced, - N^o 2 plate in K Strake renewed, - N^o 3 plate in same Strake cut out faired and replaced, - N^o 2 plate in M or upper Strake in Fore castle, cut out faired and replaced, - N^o 3 plate in same Strake renewed. The frames lined up fair where necessary in way of indent. The plating of Rudder re rivetted. -

Several Hold Stanchions repaired. - The iron Handrails and Stanchions on each side aft on Working Deck repaired. A new Surf boat supplied in place of damaged Boat, and the Jolly Boat repaired. The bottom coated with 2 Coats of Black Varnish and one Coat of Black Lead up to Light-hair, two Coats of Red and White paint on Boot topping, and one Coat of Black paint on Topsides. -

J. W. Miles



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