

46416
&C.

~~MONDAY, 9 AUGUST 1886~~

No. in Reg. Book. *Survey held at London*
768 on the Surpline.

Date, First Survey 10/4/86 Last Survey 9/8/1886

768 on the *Saxline*. Bk iron Master Gibbons

TONNAGE:—

NET 761

GROSS *801*

UNDER DK. 700

If Surveyed Afloat or in Dry Dock *Atwa* Name of Dock *B. 203* Destined Voyage *to Iceland*

<i>Length of Poop</i>	<i>ft. : of Forecastle</i>	<i>ft. : of Raised Or. Deck</i>	<i>ft. : Moulded Depth</i>	<i>ft.</i>	<i>ins.</i>	
(if these particulars are not yet recorded in the Register Book.)					Years assigned, if a Wood Ship,	Character in Register Book.

Last Survey, No. 41 Port bch. Cc hor. s.s. No. 1-81 9.87

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard 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.)

(if assigned) as painted on Ship	in salt water	ft.	ins.
	in fresh water	ft.	ins.

REPAIRS, OR EXAMINATION AS PER RULE *Special Survey R.R.*

This vessel was seen at Lytleton 13/3/86
in dry dock See report attached.

The lumber boards and ceiling equal to 3
strakes fore and aft on each side
removed & floors frames & cement examined.
The masts & spars examined.

The main topmast, Mizzen topmast, &
Mizzen top gallant yard removed.

The chain cables were not ranged as it was stated by the master that they were ranged at Vittleton, but it is not clearly stated on report attached. The Captain agrees

PRESENT CONDITION OF THE		Plank (Bottom) & Counter		Ceiling		Boats	
Decks	<i>Good</i>	Treenails or Rivets	<i>Good</i>	Rudder	<i>Good</i>	Masts, Yards, &c.	<i>Good</i>
Waterways	<i>✓</i>	Breasthooks and Stemson	<i>✓</i>	Windlass & Capstan	<i>✓</i>	Condition, how ascertained	<i>Chains rigged for Mr. W. Watson</i>
Gomings	<i>✓</i>	Transoms, Pointers, & Crutches	<i>✓</i>	Pumps	<i>✓</i>	Sails	<i>Letter 14/12/86</i>
Up'r Dk. Beams & Fastenings	<i>✓</i>	Timbers of Frame at the openings	<i>✓</i>	Cement (If Iron Ship)	<i>✓</i>	Anchors	<i>No. of</i>
Low'r Dk. Beams & Fastenings	<i>✓</i>	Ditto ditto at other places	<i>✓</i>	Caulking of Bot'm, D'k, & Watrways	<i>✓</i>	Cables	<i>12 ft. Cable</i>
Planksheers	<i>✓</i>	Keelsons	<i>✓</i>	Copper, or Y.M.	<i>✓</i>	Hawsers & Warps	<i>Shown below</i>
Sheerstrakes	<i>✓</i>	Clamps & Shelves	<i>✓</i>	(State if on Felt.)	<i>✓</i>	Standing & Running Rigging	<i>✓</i>
Topsides	<i>✓</i>			When put on	<i>✓</i>		
Wales	<i>✓</i>						

Engine Room Skylights 4 Coal Bunker, Openings, Lids, &c. 4 Scuppers 1 Cargo & Main Hatchways 2 Hatches 1

General Observations, Opinion as to Class &c. :

This vessel appears to be in a sound and efficient condition eligible in our opinion to remain as classed & to have the S. P. No. 102. 86 recorded in the Society's 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)	£	4	4	d received by me.
Special Damage Fee (if any) (per Sec. 28)	£	:	:	10.8.1886
*Certificate (if required) to be sent as per margin	£	:	5	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

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

Committee's Minute
Character assigned

Signature: *Robert Edmund Taylor*
 Name: ROBERT EDMUND TAYLOR, SON, Commercial Steam Engineer, 15 Old Road, Gower Road, London

(If a Steam Ship, state whether or not a Report is also sent on the Machinery).

* Certificate to be sent to

Form No. 2 for Repairs--5000--1972/85--Transf. Ink

each Character precisely as in Register Book.

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to range the cables of his statement
to not confirmed by the Society
Surveyor at Lytleton, see his letter
attached.

Edward W. Lurvey.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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