

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

FRIDAY 21 MAY 1886

No.

No. in Reg. Book

Survey held at *London*

Date, First Survey *3rd April*, Last Survey *21st May* 1886

(No. of Visits *Two*)

Master *W. H. Lacey*

YEAR. MONTH.

When *1865* *7*

TONNAGE:—

NET *827*

GROSS *1368*

UNDER DK. *1219*

Built at *London*

By whom *C. Lungey*

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 *Afloat*

Name of Dock *Victoria Docks*

Destined Voyage *Leith for repairs & completion of survey*

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.)

Years assigned, if a Wood Ship.

Character in Register Book.

Classed

A 1
11.85

Last Survey, No. *45627* Port *London*

(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

in salt water

ft. ins.

in fresh water

ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE

Part completion of S. S. No. 1

This Vessel has been examined afloat in the Victoria Docks, and the following only has been done in part completion of the survey commenced in London in November last, viz:—

The narrow strakes of ^{wood} moulding have been removed from the sides of the poop for examination of the plating, and on examination the lower strake of plating on each side of the Vessel was found to be very much wasted, and in several places entirely through. And it was recommended that this strake should be renewed.

The following remains to be done to complete the survey, viz:—

- 1. The fore and after holds, ^{and bunkers} to be examined, the battens of ceiling lifted, and the timbers cleaned out for examination of the floors, framing and cement.*
- 2. The timbers under the engines and boilers and stokehole to be cleaned out for the same purpose.*

P. T. O.

PRESENT CONDITION OF THE

Decks	Plank (Bottom) & Counter	Ceiling	Boats
Waterways	Treenails or Rivets	Rudder	Masts, Yards, &c.
Comings	Breasthooks & Stemson	Windlass & Capstan	Condition, how ascertained
Up'r Dk. Beams & Fastenings	Transoms, Pointers, & Crutches	Pumps	Sails
Low'r Dk. Beams & Fastenings	Timbers of Frame at the openings	Cement (if Iron Ship)	Anchors No. of
Planksheers	Ditto ditto at other places	Caulking of Bot'm, D'k, & Watrways	Cables
Sheerstrakes	Keelsons	Copper, or Y.M. (State if on Felt.)	Hawsers & Warps
Topsides	Clamps & Shelves	When put on	Standing & Running Rigging
Wales			Hatches
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers	Cargo & Main Hatchways

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

This Vessel is proceeding to Leith for repairs, and in my opinion is in a sufficiently good condition to proceed to that Port.

Entry Fee (if chargeable) per Scale I., Sec. 27.	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27.	£	:	:
Survey Fee (per Section 28)	£	:	:
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,
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Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

FRIDAY 13 AUGUST 1886



LONDON 678-0136

46433 A. Jan.

- 3 The after store room, and lazarette sealed and painted.
- 4 The main deck to be renewed along each side of the engine and boiler casing, and in other places where worn.
- 5 The poop deck to be renewed.
- 6 The bulwark planking stripped and renewed, and the bulwark stanchions and waterways scraped bright for examination, and the main rails renewed.
- 7 The masts to be scaled and cleaned for examination.
- 8 The main rigging to be stripped of its serving for examination and renewed if required.
- 9 The hauser pipes to be examined as they appear to be much worn.

The owners propose to add a forecabin to the vessel, and its construction will need attention.

The vessel is now about to proceed to Leith where it is proposed to carry out the above repairs &c., and it is therefore submitted that this report should be forwarded to the Surgeon at that Port for his information and guidance, without delay.

Chas. H. Jordan
21-5-86