

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

THURS 7 OCT 1886

No. 46730

No. in Survey held at London Date, First Survey 26th August Last Survey 25th Sept 1886
g. Book.

108 on the Iron Scw. Stm. Fr. "De Bay."

Master

YEAR.

MONTH.

TONNAGE:—

NET 1083

Built at Newcastle

By whom Palmers' Co

When 1881

5th

GROSS 1664

Owners

Roadside Workman

Port belonging to

UNDER DK. 1522

Owner's Address

Belfast

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

If Surveyed Afloat or in Dry Dock In Dry Dock Name of Dock Deptford Green. Destined Voyage

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

Last Survey, No. 281

Port Shanghai

S.S. Shi. N^o 1-85.

100 A.1.

9.85

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

REPAIRS, OR EXAMINATION AS PER RULE

Damage repair stated to have been due to grounding also special survey N^o 1 held again by Owners' desire.

Damage repair. The stern frame taken out, repaired & replaced - to do which it was found necessary to take out and refit one plate of the garboard strake. The back of the rudder frame renewed from the stay downwards, including a piece of about 3 feet up the front of the frame and the lowest pintle. The front of the rudder frame & one pintle straightened. The lower plate on each side of rudder renewed. About 2 feet of the lower part of rudder trunk, also deck gland of rudder renewed. The bottom of vessel examined and repainted - part of the painting due to damage.

Special survey N^o 1. The timber boards lifted & loose ceiling removed from the cellular double bottom & the tanks tested by a head of water to the height of the light water line. The cement in the bottom examined and found

PRESENT CONDITION OF THE		Plank (Bottom) & Counter		Ceiling		Boats	
Decks	good	Plank	good	Ceiling	good	Boats	good
Waterways	De	Transoms or Rivets	De	Rudder	De	Masts, Yards, &c.	De
Comings	De	Breasthooks and Stemson	De	Windlass & Capstan	De	Condition, how ascertained	by exam ⁿ
Up'r Dk. Beams & Fastenings	De	Transoms, Rainters, & Crutches	De	Pumps	De	Sails	good
Low'r Dk. Beams & Fastenings	De	Timbers of Frame (at the openings)	De	Cement (if Iron Ship)	De	Anchors No. of	3 B. 1 S. 2 K
Plank sheers	De	Ditto ditto at other places	De	Caulking of Bot'm, D'k, & Watrways	De	Cables	270 fms. - good
Sheerstrakes	De	Keelsons	De	Copper, or Y.M.	De	Hawsers & Warps	good
Oppsides	De	Clamps & Shells	De	(State if on Bolt)	De	Standing & Running Rigging	De
Wales	De			When put on	De	Hatches	De
Engine Room Skylights	De	Coal Bunker, Openings, Lids, &c.	De	Scuppers	good	Cargo & Main Hatchways	good

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

This vessel is in good and efficient condition, eligible in our opinion to remain as classed, and the requirements of the Rules for special survey N^o 1 having been complied with, to be marked in the Register Book "S. S. Lon. N^o 1-86."

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 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)	£	:	:

Committee's Minute

TUESDAY NOV 16 1886

Character assigned

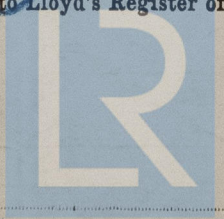
100 A.1.

S.S. No 1-86

J. H. Truscott.

W. E. Dacey

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



Lloyd's Register Foundation

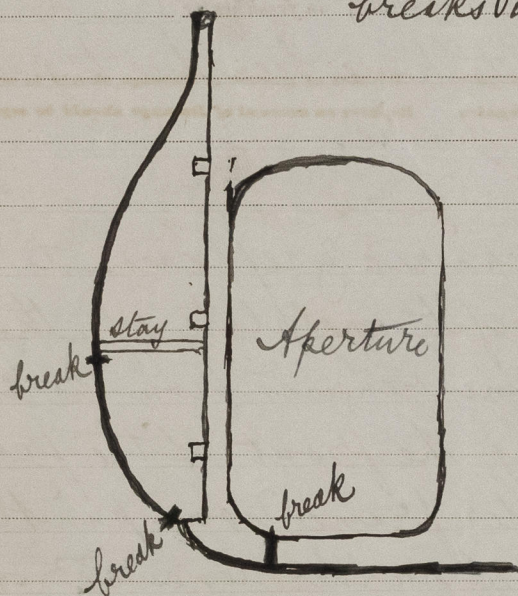
46730 *Sm*

adhering well to the iron. The masts and spars examined and all other requirements of the Rules complied with. The chain cables having been ranged have now been examined and found complete and good.

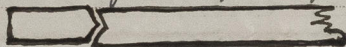
The rudder pintles bushed. About 4 feet of the after part of the hoaxter plate on each side of vessel renewed.* A plate $\frac{1}{2}$ inch thick worked each side at upper part of the aperture & extends to 18 inches below arch of the stern frame.

J. H. Truscott.
Wm. C. Dacey

Sketch showing break in stern frame & two }
breaks in rudder frame }



Plan of lower part of stern frame.



* The hoaxter plate on each side was found cracked down about 6 inches - suggested that these plates be repaired by a good angle doubling plate - it was however elected by the Owners to renew a short length.

J. H. T.