

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

THURS NOV 18 1886

No. 46763

No. in Reg. Book.

Survey held at London

Date, First Survey 7/10/86

Last Survey 16/11/1886

1022 on the

MOSSEY

Iron Steamer

Master

Litch

YEAR. MONTH.

TONNAGE:-

NET 1823

GROSS 2035

UNDER DEK. 1939

Built at Stockton

By whom

Richardson Duck & Co

When

1882-5

Owners Shaw Brothers & Co

Port belonging to London

Owner's Address

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

If Surveyed Afloat or in Dry Dock

Name of Dock

Destined Voyage China

Length of Poop

ft. of Forecastle

ft. of Raised Or. Deck

ft. of 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.

Last Survey, No.

521 Port

H. V.

(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 (if assigned) as painted on Ship

in salt water ft. ins.

in fresh water ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE

Special Survey No. 1.

This vessel was placed in dry dock, the bottom cleaned & coated. The timber boards and ceiling considerably in excess of one stroke lifted each side. & cement frames & floors examined all fore and aft. The Water Ballast compartment under Engines & Boilers tested by head of water to light water line. The masts, spars and general equipment overhauled. and the Rules for Special Survey No. 1 complied with.

Repairs of Damage caused by collision with the S/S Cherington on Tuesday 26th October 1886. are as follows:-

One plate of the Forecastle plating No. 2 from Stem on Port Bow renewed, a new butt being cut at the fore end.

PRESENT CONDITION OF THE		Plank (Bottom) & Counter		Ceiling		Boats	
Decks	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Waterways	4	Treenails or Rivets	4	Rudder	4	Masts, Yards, &c.	
Comings	4	Breasthooks and Stemson	4	Windlass & Capstan	4	Condition, how ascertained	from Dr
Up'r Dk. Beams & Fastenings	4	Transoms, Pointers, & Crutches	4	Pumps	4	Sails	2 suits good
Low'r Dk. Beams & Fastenings	4	Timbers of Frame at the openings	4	Cement (if Iron Ship)	4	Anchors	No. 3 B, 15. 2K
Plank sheers	4	Ditto ditto at other places	4	Caulking of Bot'm, D'k, & Wat'rways	4	Cables	what seen good
Strakes	4	Keelsons	4	Copper, or Y.M. (State if on Felt.)		Hawsers & Warps	sufficient
Splices	4	Clamps & Shelves	4	When put on		Standing & Running Rigging	good
Wales	4					Hatches	
Engine Room Skylights	4	Coal Bunker, Openings, Lids, &c.	4	Scuppers	good	Cargo & Main Hatchways	good

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

This vessel now appears to be in a sound and efficient condition eligible in my opinion to remain as classed, and that the notation for the Special Survey No. 1 be 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)	£	:	:

received by me 26. 11. 1886

Edward J. Denny

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

Committee's Minute

Character assigned

FRIDAY NOV 26 1886

100A

14/12/86

S.S. No. 1. 86

2nd Nov 11. 86

467.63. Jan -

of the adjacent on no 3 side plate. The no 2 plate of the
port sheer strake renewed, & a new butt was raised
at the after end of the adjacent no 1 or even plate of this
strake. The no 2 plate in the next strake below on same
side taken out, defect welded up & replaced.

Three frames cut, & the butts shifted, new frames fitted
their joints secured by long boom pieces.

Three turtle back beam angles damaged at arms on
this side cut back & new angles fitted back to back to original
beams with new arms welded to them as originally.

The damaged struts angle iron covered by a
long boom angle iron, the damaged lugs renewed. &
the deck ends made good with new deck.

The seaumens berths, & side house replaced, & the new
work coated. The bent anchor stock straightened.

ROSS THIS MARGIN.

THE SURVEYORS ARE REQUESTED NOT TO WRITE



© 2021

Lloyd's Register
Foundation