

REPORT of SURVEY for REPAIRS, &c.

No. 46781

Port of London

Received in London Office

THURS 2 DEC 1886

No. in Reg. Book.

Survey held at London

Date, First Survey 2<sup>d</sup> Oct.

Last Survey 26<sup>th</sup> Nov. 1886

(No. of Visits) Fourteen

Master W. L. Prentice

430 on the Iron Screw Steamer DUKE OF ARGYLL

TONNAGE:—

NET 2037

GROSS 3115

UNDER DECK 2937

Built at Port Glasgow

By whom R. Duncan & Co.

When 1873

Owners Eastern S. S. Co.

Port belonging to Barron

Owners' Address

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

If Surveyed Afloat or in Dry Dock Dry dock Name of Dock Royal Albert

Destined Voyage Adelaide Melbourne and Sydney

Length of Poop ft. of Forecastle ft. of Raised Or. Deck ft. Moulded Depth ft. ins. Character in Register Book

Last Survey, No. 46090 Port London

Classed Underwritten Register Second Survey 81.

A1\*1 486.

(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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Part "Third" Periodical Survey

This Vessel has been examined in the Royal Albert dry dock, and afloat in the Royal Albert dock.

The bottom found in good order has been cleaned and painted. All the close ceiling has been removed in Nos. 1 and 3 holds, including the parts in way of the fresh water tanks in the first named hold, the timbers cleaned out, cement examined, the floor, framing and keelsons sealed and coated with boiled oil and zinc paint up to the height of the close ceiling, and the floor to the after bulkhead in No. 3 hold repaired.

The close ceiling in the midship bunker has been removed, and all the surfaces of the floor, framing, keelsons and plating sealed and coated with boiled oil and zinc paint up to the lower deck beams, and some of these beams repaired where required. The floors in this bunker were found to be wasted in places near the middle line, and all of them have now been doubled, and the cement in the way of same renewed.

The timbers under the engines have been cleaned out, the cement examined, and the floor, framing, keelsons and bearers sealed and painted.

| PRESENT CONDITION OF THE                        | Plank (Bottom) & Counter | Ceiling | Boats |
|---|--------------------------|---------|-------|
| Decks   | Good                     | Good    | Good  |
| Waterways                                       | Good                     | Good    | Good  |
| Comings   | Good                     | Good    | Good  |
| Up'r Dk. Beams & Fastenings                     | Good                     | Good    | Good  |
| Low'r Dk. Beams & Fastenings                    | Good                     | Good    | Good  |
| Planksheers                                     | Good                     | Good    | Good  |
| Sheerstrakes                                    | Good                     | Good    | Good  |
| psides  | Good                     | Good    | Good  |
| ales  | Good                     | Good    | Good  |
| Engine Room Skylights                           | Good                     | Good    | Good  |
| Coal Bunker, Openings, Lids, &c.                | Good                     | Good    | Good  |
| Scuppers  | Good                     | Good    | Good  |
| Cargo & Main Hatchways                          | Good                     | Good    | Good  |
| Hatches   | Good                     | Good    | Good  |
| Transoms, Pointers, & Crutches                  | Good                     | Good    | Good  |
| Timbers of Frame at the openings                | Good                     | Good    | Good  |
| Ditto ditto at other places                     | Good                     | Good    | Good  |
| Keelsons  | Good                     | Good    | Good  |
| Clamps & Shelves                                | Good                     | Good    | Good  |
| Rudder  | Good                     | Good    | Good  |
| Windlass & Capstan                              | Good                     | Good    | Good  |
| Pumps   | Good                     | Good    | Good  |
| Cement (if Iron Ship)                           | Good                     | Good    | Good  |
| Caulking of Bottom, D'k, & Waterways            | Good                     | Good    | Good  |
| Copper, or Y.M. (State if on Felt.) When put on | Good                     | Good    | Good  |
| Masts, Yards, &c.                               | Good                     | Good    | Good  |
| Condition, how ascertained                      | Good                     | Good    | Good  |
| Sails   | Good                     | Good    | Good  |
| Anchors No. of 4 B, 1 P, 3 K                    | Good                     | Good    | Good  |
| Cables Ranged 300 fms                           | Good                     | Good    | Good  |
| Hawsers & Warps                                 | Good                     | Good    | Good  |
| Standing & Running Rigging                      | Good                     | Good    | Good  |

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

This Vessel, so far as seen, is in a sound and efficient condition, and eligible in my opinion to remain as classed, and, on completion of the Survey in accordance with this report, to have "Third" Survey recorded in the Register.

|  |   |   |   |
|--|---|---|---|
| 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 on 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) .....                 | £ | : | : |

Fees received by me, 8/12/1886

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

Committee's Minute Character assigned

FRIDAY 3 DEC 1886

Lloyd's Register Foundation



The floors, reverse frames, keelsons and bearers under the boilers were found to be very badly wasted in places, and the defective parts have now been doubled or renewed, as found practicable, to a sufficient extent to render this part of the vessel efficient until the boilers are removed; when it is recommended that the whole of the parts referred to be renewed. The cement in way of the repairs has been renewed.

The timbers in the stowholes have been cleaned out, the cement examined and the floors, framing and keelsons, together with the sides of the vessel there and alongside the boilers scaled and coated with boiled oil and zinc paint.

The fore and aft lower beam ties alongside the engines and boiler casing in the side bunkers were found to be badly wasted, and they have now been renewed the whole length of the engine and boiler spaces. Several short beams and portions of iron deck plating in these bunkers have also been repaired.

The upper part of the forward cross bunker could not be cleaned and painted on the present occasion as it was full of coal.

All the close ceiling has been removed from the chain lockers, and the framing and plating there scaled and painted.

The crew's forecabin and fore peak have been scaled and painted.

The lining has been removed from the ice room in the after peak, and the sides of the vessel there found to be well protected by cement.

The compartment at the after end of the shaft tunnel has been examined and the ironwork scaled and painted.

The forecabin deck has been efficiently repaired, the indented and broken plate on the starboard bow partly renewed, the forward hawse pipe on the port bow replaced by new, and a new eye plate and iron block fitted to the forecabin deck to secure the fore stay.

The chain cables have been ranged and examined and 300 fathoms found complete and in good order.

To complete the survey the following remains to be done, viz. -

- 1 The whole of the ceiling removed from Nos. 2 and 4 holds, the timbers cleaned out for examination of the cement, and the floors, framing and keelsons scaled and painted.
- 2 The sides of all the holds scaled and painted from the close ceiling upwards.
- 3 The upper part of the forward cross bunker scaled and painted.
- 4 The firemen's forecabin, and after store room scaled and painted.

Chas. H. Jordan



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