

REPORT of SURVEY for REPAIRS, &c.

No. 46787 Port of

Received in London Office,

TUESDAY NOV 30 1888

No. in Reg. Book.

Survey held at London

Date, First Survey Oct 13th Last Survey 29th Nov 1888

316 on the Composite Barque "John R. Worcester."

Master W. C. Smith.

TONNAGE:—

NET

844

Built at Port Glasgow.

By whom Marine Investment Co (Lim) When 1865

YEAR.

MONTH.

GROSS

844

Owners John Stewart & Co

Port belonging to London

UNDER DK.

Owner's Address

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

If Surveyed Afloat or in Dry Dock in Dry Dock Name of Dock Poplar.

Destined Voyage Algoa Bay

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.

Last Survey, No. 44058 Port Lon

Fifth Survey 84.

Classed

18

A.1.

Cont. Lon. Dec. 84 - 12

(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

Damage repair stated to have been due to grounding. Several sheets of metal renewed on the keel. Some sheets on stem renewed. Tested the caulking of the bottom and found it good. Four sheets of metal however have been taken off in each of the two upper courses on the port side abreast the main hatch & the planking there recaulked on account of leakage. Four bolts renewed in lower pintle of rudder.

Other repairs. The upper angle iron of one stringer in the fore peak has been renewed from the stem to 15 inches from collision bulkhead on each side of vessel and part of the foremost frame also renewed each side. Strengthening introduced on account of panting in fore peak viz: one breasthook removed and a longer breasthook fitted; a breasthook added below this. Three beams fitted. A thwartship plate about 4 feet deep worked at the first two frames.

On account of defects - the main piece of the windlass has been renewed of English oak.

PRESENT CONDITION OF THE

Decks	good	Plank (Bottom) & Counter	good	Ceiling	good	Boats	good
Waterways	do	Treenails or Rivets & Bolts	do	Rudder	do	Masts, Yards, &c.	do
Comings	do	Breasthooks and Stemson	do	Windlass & Capstan	do	Condition, how ascertained	from deck
Up'r Dk. Beams & Fastenings	do	Transoms, Pointers, & Crutches	do	Pumps	do	Sails	good
Low'r Dk. Beams & Fastenings	do	Timbers of Frame at the openings	do	Cement (if Iron Ship)	do	Anchors	No. of 3 B. 4 S. 2 K.
Plank sheers	do	Bitto ditto at other places	do	Caulking of Bot'm, D'k, & Wat'rways	do	Cables	good
Sheerstrakes	do	Keelsons	do	Copper or Y.M.	do	Hawsers & Warps	do
Topsides	do	Clamps & Shelves	do	(State if on Felt.) yes	7, 84	Standing & Running Rigging	do
Wales	do			When put on		Hatches	do
Engine Room Skylights		Coal Bunker, Openings, Lids, &c.		Scuppers	good	Cargo & Main Hatchways	good

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

This vessel is in good and efficient condition, and eligible in our opinion to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 27.	£
Office Fee (if chargeable) per Scale II., Sec. 27.	£
Survey Fee (per Section 28)	£ 2 2 0
Special Damage Fee (if any) (per Sec. 28)	£
*Certificate (if required) to be sent as per margin	£ - 5 -
Travelling Expenses (if chargeable)	£
Second Surveyor's Fee (if any)	£

received by me, 2/12/1886

Committee's Minute

Character assigned

FRIDAY 3 DEC 1888

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

Lloyd's Register Foundation