

REPORT of SURVEY for REPAIRS, &c.

No. *4698* Port of *London*
 No. in Reg. Book. *12* Survey held at *London* Date, First Survey *Sept 6th* Last Survey *Sept 11th* 188*6*
 on the *Iron S.S. Queen* Master *Joseph Collins*

TONNAGE:—
 NET *118* Built at *Glasgow* By whom *R. Napier & Son* When *1854*
 GROSS *284* Owners *W. H. Lellias & Son* Port belonging to *London*
 UNDER DK *241* Owners' Address
 (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat & in Dry Dock Name of Dock *Mountain Dock* Destined Voyage *Coasting*
 Length of Poop *13* ft.: of Forecastle *10* ft.: of Raised Or. Deck *10* ft.: Moulded Depth *13* ft. *10* ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *4659* Port *London* Br. *S.S. Dun No 3-76* *100A 1*
S.S. Gl. No 2-84 *10, 86*
 (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 Repairs.*

This vessel has now been placed in Dry Dock in consequence of damage stated to have been done in consequence of getting Ashore in Gook River.

The shoe plate at fore foot chipped and caulked, a few started rivets in keel renewed, - started batts changed out and recreated - The rudder butted, - One plate in C. strake on port side taken off and renewed in consequence of Crack. - 5 plates taken off on Sd side 2 in B strake, 2 in C strake & 1 in D strake. - The 2 plates in B strake rolled and replaced, 2 in C renewed in one, - and the plate in D strake renewed.

The frames on Sd side were found broken and now compensated for by doubling angle iron frames fitted back to back, - the floor plates renewed where found broken with the new pieces overlapping the old floors to make sufficient shifts.

The Cement at middle line fore hold found broken, and now

PRESENT CONDITION OF THE					
Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Celling	<i>Good</i>
Waterways	<i>"</i>	Trunnions or Rivets	<i>"</i>	Rudder	<i>butted</i>
Comings	<i>"</i>	Breasthooks & Stemson	<i>"</i>	Windlass & Capstan	<i>"</i>
Up'r Dk. Beams & Fastenings	<i>"</i>	Transoms, Pointers, & Crutches	<i>"</i>	Pumps	<i>"</i>
Low'r Dk. Beams & Fastenings	<i>"</i>	Timbers of Frame at the openings	<i>"</i>	Cement (if Iron Ship)	<i>Cemented</i>
Planksheers	<i>"</i>	Ditto ditto at other places	<i>"</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>Good</i>
Sheerstrakes	<i>"</i>	Keelsons	<i>"</i>	Copper, or Y.M.	<i>"</i>
Topsides	<i>"</i>	Clamps & Shelves	<i>"</i>	(State if on Felt.)	<i>"</i>
Wales	<i>"</i>			When put on	<i>"</i>
Engine Room Skylights	<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Scuppers	<i>Good</i>
General Observations, Opinion as to Class, &c.:				Cargo & Main Hatchways	<i>Good</i>
				Hatches	<i>Good</i>
				Boats	<i>Good</i>
				Masts, Yards, &c.	<i>"</i>
				Condition, how ascertained	<i>by observation</i>
				Sails	<i>Sufficient</i>
				Anchors	<i>No. of Complete</i>
				Cables	<i>Stated Complete</i>
				Hawsers & Warps	<i>Sufficient</i>
				Standing & Running Rigging	<i>"</i>

This vessel is now in good and efficient condition and eligible in my 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* -
 Special Damage Fee (if any) (per Sec. 28) £ *31/5/87*
 *Certificate (if required) to be sent as per margin
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :
 received by me, *Joseph Miles*
 11/6 1887

Committee's Minute
 Character assigned *100*
 FRIDAY 10 DEC 1886

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



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renewed, also that in way of new frames and plates.

Aft the after hatch on Sd side, one plate in strake below sheerstrake found cracked, and a doubling plate fitted in way of same, - 2 transporting chocks on Sd rail of East Iron broken, now renewed. Three lengths of shaft were stated to be bent and have been repaired, - 2 new stools fitted in after hold for shaft plumber blocks.

Two new mooring pipes fitted forward.

Bridge deck house repaired, and the bottom recoated with black Varnish.

J. W. Miles