

REPORT of SURVEY for REPAIRS, &c.

No. 46864 Port of London Received in London Office, FRIDAY 17 DEC 1886
 No. in Reg. Book. Survey held at London Date, First Survey 25th Nov^r Last Survey 27th Nov^r 1886
 259 on the Iron Steamer "Rhône" (No. of Visits)

TONNAGE:— NET 868 GROSS 1343 UNDER DK. 923
 Built at Sunderland By whom W. Pile & Co. Owners Westcott & Laurance. Master W. Good.
 When 1868 2nd Port belonging to London

If Surveyed Afloat or in Dry Dock Afloat Name of Dock Millwall Docks Destined Voyage Batoum.
 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.)

Last Survey, No. 1246 Port Ant Classed S.L. Lon. N^o 3-82. 90A.1 spar dk.
 (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) in Summer ft. 8.88 ins. of any letters respecting this case. as painted on Ship in Winter ft. ins.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR

According to the report of survey held on this vessel at London in Nov^r 86 the following required to be done to complete the special survey N^o 1 viz: to test the ballast tanks by head of water to the height of the light line; to examine the peaks & in double bottom in after hold; to examine under boilers & under the stoke hole & in cross bunker fore side of the boiler room; to range the chain cables; to examine the masts & spars; to bore & examine the deck & to supply a towline.

And it appears from report of survey held subsequently at Antwerp, that the above requirements have been there complied with, except as regards the examination in cross bunker fore side of the boiler room, and the examination in double bottom in after hold & except as regards the towline. The towline has however since been supplied in London viz: 90 fathoms of 3 1/4 inch (circumference) galvanized steel wire — guaranteed by the Manufacturers Binks Brothers, Millwall, 22nd Nov^r 86, that it will bear a strain of 22 tons without breaking. A sketch is given on the Antwerp report above referred

PRESENT CONDITION OF THE

Decks	see remarks	Plank (Bottom) & Counter	good	Ceiling	not exam ^d	Boats	good
Waterways	good	Treenails or Rivets	5 th	Rudder	steam winches good	Masts, Yards, &c.	5 th
Comings	5 th	Breasthooks and Stemson	not exam ^d	Windlass & Capstan	5 th	Condition, how ascertained	from deck
Up'r Dk. Beams & Fastenings	5 th	Transoms, Beams, & Crutches	5 th	Pumps	5 th	Sails	good
Low'r Dk. Beams & Fastenings	not exam ^d	Timbers of Frame at the openings	good	Cement (if Iron Ship)	not exam ^d	Anchors	No. of 3 B. 1 S. 2 K
Plank sheers	good	Ditto ditto at other places		Caulking of Bottom, D'k, & Wat'rways	good	Cables	good
Sheerstrakes	5 th	Keelsons	not exam ^d	Copper, or T.M.	(State if on Hold)	Hawsers & Warps	5 th
Topsides	5 th	Clamps & Shroofs		When put on		Standing & Running Rigging	5 th
Wales	5 th					Hatches	5 th
Engine Room Skylights	5 th	Coal Bunker, Openings, Lids, &c.	good	Scuppers	good	Cargo & Main Hatchways	good

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

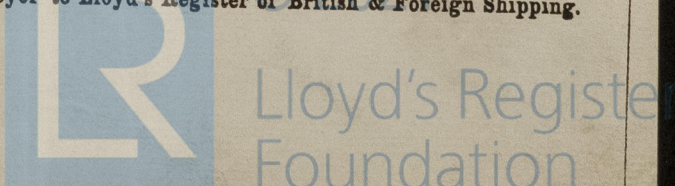
This vessel is eligible in my opinion to remain as classed. And to complete the special survey N^o 1, the following require to be examined viz: in the cross bunker fore side of the boiler room, and in the double bottom in after hold. The spar deck to be renewed when the fine weather sets in, as previously stated.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28)	£	0	0	0
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, 188

Committee's Minute
 Character assigned

FRIDAY 7 JAN 1887

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



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to, showing the various thicknesses of spar deck, ascertained by boring - and judging from these thicknesses, the deck is generally thin. Wrote to the Owners (copy of letter attached) and recommended that the spar deck be renewed - and further informed the Owners of the parts of vessel required to be examined to complete the special survey N-1. The spar deck however is tight & sound. And according to the Secretary's letter dated 13th Dec^r/86, the Committee will accede to the Owner's application to be allowed to defer without prejudice to the classification of the vessel in the Society's Register Book, the renewal of the deck until the fine weather sets in, when thoroughly seasoned timber can be supplied for the purpose.

J. H. Truscott.

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