

46952  
&C.

Received in London Office,

MONDAY 31 JAN. 1887

Port of

No. in  
Reg. Book

Survey held at London

Date, First Survey 2<sup>nd</sup> Dec-86 Last Survey 10 Jan- 1887

(No. of Visits)

Master L. E. Thery

YEAR

MONTIC

**TONNAGE:—**

NET *1833*

GROSS 2834

UNDER DK. 2596

Built at *Sunderland*

Owners *W. Lund*

*Owner's Address*

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

By whom J. L. Thompson & Sons When 1886

Port belonging to London.

If Surveyed Afloat or in Dry Dock ~~in~~ Dry Dock Name of Dock Toplar

*Destined Voyage Australia*

Length of Poop 2 ft.: of Forecastle ..... ft.: of Raised Or. Deck

ft.: Moulded Depth ft. ins.

Years assigned,  
if a Wood Ship.

Character in  
Register Book.

## Classed

100A.1

Last Survey, No. 13970 Port Sid

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard 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. (if assigned) as painted on Ship

in Summer	ft.	ins.
in Winter	ft.	ins.

## REPAIRS, OR EXAMINATION AS PER RULE, FOR

Repair of damage stated to have been sustained by collision. The lower piece of stem taken out, fired, faired & refitted - to do which it was necessary to take out one plate of the garboard strake - this was done on the port side and had to be put back in place & re-riveted. The upper piece of the stem heated & faired in place. On the starboard bow, one plate of the sheerstrake and one plate of the first strake below sheerstrake taken out, heated, faired, annealed & refitted. One plate of the second strake and one plate of the third strake below sheerstrake renewed. In the fourth strake, one plate taken out, heated, faired, annealed & refitted & one plate taken out, faired cold & refitted. One plate in the fifth strake renewed. One plate in each of the next two strakes taken out, heated, faired, annealed & refitted. One plate in the eighth strake taken out, faired cold & refitted. On the port side, one plate of the sheerstrake taken out, heated, faired, annealed & refitted. One plate of the first strake below sheerstrake taken out, faired cold & refitted. One plate in each of the next three strakes taken out, heated, faired, annealed & refitted. One plate in the fifth strake renewed. One plate in each of the next

PRESENT CONDITION OF THE		Plat <sup>h</sup>		Plat <sup>h</sup>		Plat <sup>h</sup>	
Decks	good	Blank (Bottom) & Counter	good	Ceiling	good	Boats	good (P.T.O)
Waterways	Do	Isosonic or Rivets	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, Painters, & 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. 1 P. 2 K
Planksheers	Do	Ditto ditto at other places	Do	Caulking of Bot'm, D'k, & Watrways	Do	Cables	good
Sheerstrakes	Do	Keelsons	Do	Copper, or I.M.	Do	Hawser & Warps	Do
Topsides	Do	Clamps & Shells	Do	When put on	Do	Standing & Running Rigging	Do
Wales	Do	Coal Bunker, Openings, Lids, &c.	Do	Scuppers	Do	Hatches	Do
Engine Room Skylights	Do			Cargo & Main Hatchways	Do		

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

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

Entry Fee (if chargeable) <i>per Scale I., Sec. 27...</i>	£	—	:	—	:
Office Fee (if chargeable) <i>per Scale II., Sec. 27...</i>	£	—	:	—	:
Survey Fee ( <i>per Section 28</i> ) .....	£	4	:	4	: 0
Special on Damage, Fee (if any) ( <i>per Sec. 28</i> )....	£	—	:	—	:
*Certificate (if required) <i>to be sent as per margin</i>	£	—	:	5	:
Travelling Expenses (if chargeable) .....	£	—	:	—	:
Second Surveyor's Fee (if any) .....	£	—	:	—	:

Fees  
ed by me.

3. 2 188

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

Committee's Minute

TUESDAY 1 FEB 1887

*Character assigned*

100

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

LON 674-0221

Lloyd's Register  
Foundation



46952. *Lon.*

two strakes taken out, heated, faired, annealed & refitted. On the starboard bow, the first frame & reverse frame entirely removed, heated, faired, annealed & refitted. In order to remove the first frame it was found necessary to cut off a short length of the upper part of it - the short length refitted & a bosom angle iron fitted to connect the same to the lower piece of frame. Four feet length of the fore end of flat in fore peak cut out & renewed - and attached to the remainder of flat by a double riveted strap. 10 ft. length of the longitudinal angle iron against reverse frames on starboard side of flat, cut out, heated, faired, annealed & refitted. About 4 ft. length of angle iron on the port side cut out & refitted - in order to fit the new part of flat. Two short angle irons connecting flat to shell renewed & one cut out, heated, faired & refitted. The foremost beam viz: deep plate & angle iron under flat, taken out, heated, faired, annealed & refitted. 4 ft. length of breasthook next below flat, cut out & renewed & attached to remainder of breasthook by a double riveted strap. 10 ft. of longitudinal angle iron against reverse frames on starboard side of breasthook taken out, heated, faired, annealed & refitted & 5 1/2 ft. on the port side cut out & refitted. Four short angle irons connecting the breasthook to shell viz: two each side renewed. The cement in the fore peak renewed where coating was disturbed. The forecaske deck recaulked. The upper deck under the forecaske also recaulked.

Repair of damage stated to have been sustained by grounding & by stress of weather. Two plates of the second strake from garboard strake on port side taken out, heated, faired, annealed & refitted & one plate faired cold in place. About 10 frames in way of these plates faired cold in place, and a few rivets connecting each of 6 of these frames to the floors renewed. The bottom in way of the above plates cemented on the inside viz: where the asphalt coating was disturbed. In order to facilitate the work, one plate of the top of the double bottom removed in way of the damage - this was a long plate running under bulkhead & covering part of two of the ballast tanks. This plate was refitted, and the two ballast tanks of double bottom tested by head of water to the height of the light water line. The bottom of the vessel outside repainted (the painting to the height of the light water line - due to damage). The cross head of rudder renewed. The double wheel aft zone wheel on flying bridge repaired. At fore end of No 2 hatchway one pillar refastened - and at after end of the same hatchway, a piece welded into each pillar of iron ladder. Bulb of shifting beam in the tween deck after hatchway renewed. The bridge deck, flying bridge deck & the poop deck recaulked. Part of upper deck viz: under bridge recaulked.

On account of another damage - six planks of upper deck on the port side, fore side of poop renewed of pitch pine.

*J. H. Truscott.*



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