

REPORT of SURVEY for REPAIRS, &c.

No. *46954*

Port of *London*

Received in London Office, ...

MONDAY 14 FEB 1887

No. in Survey held at *London*

Date, First Survey *22nd Jan* Last Survey *29th Jan* 1887

139 on the *Iron Screw Steamer* *PATHAN*.

(No. of Visits) *Seven*

Master *J. Rowley*

YEAR. MONTH.

TONNAGE:—

NET *1762*

Built at *Glasgow*

By whom *Aitken & Mansell*

When *1883*

MONTH.

GROSS *2709*

Owners *Mogul S. S. Co.*

Port belonging to *Rochester*

UNDER DECK *2527*

Owner's Address
(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *dry dock* Name of Dock *Victoria Patents* Destined Voyage *Glasgow & China*

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.)

Classed

Years assigned, if a Wood Ship.

Character in Register Book.

Last Survey, No.

Port

100 A1

7.85

(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) as painted on Ship

in Summer

ft. ins.

in Winter

ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Part I. S. No. 1

This vessel has been examined on the Victoria Patents, and afloat in the Royal Albert Dock.

The bottom found in good order has been cleaned and painted, and the Rudder lifted and judiciously brushed.

One of the butts in the side plating of the bridge house amidships on each side of the vessel, and also the rivets in the straps to same were found to be started, and these butts have now been fitted with outside straps double riveted.

The battens of ceiling have been lifted in each hold, and the timbers there, together with those under the engines, boilers and stokeholes cleaned out, and the floors, framing and cement examined, and all found in good order. The floors in the holds have now been cleaned and coated with cement wash.

The fore and after peaks have been examined and found in good order.

P. T. O.

PRESENT CONDITION OF THE

<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Decks	Plank (Bottom) & Counter	Ceiling	Boats <i>6</i>	
Waterways	Trunnions or Rivets	Rudder	Masts, Yards, &c.	
Omings	Breasthooks and Stemson	Windlass & Capstan	Condition, how ascertained <i>Examined</i>	
Pr Dk. Beams & Fastenings	Transoms, Pointers, & Crutches	Pumps	Sails <i>Good</i>	
W'r Dk. Beams & Fastenings	Timbers of Frame at the openings	Cement (if Iron Ship)	Anchors No. of <i>3 B, 1 S, 2 K</i>	
Plank sheers	Ditto ditto at other places	Caulking of Bottom, D'k, & Waterways	Cables <i>Ranged, Good</i>	
Sheerstrakes	Keelsons	Copper, or Y.M. (State if on Felt.)	Hawsers & Warps	
Topsides	Clamps & Shelves	When put on	Standing & Running Rigging	
Wales			Hatches	
Engine Room Skylights <i>Good</i>	Coal Bunker, Openings, Lids, &c. <i>Good</i>	Scuppers <i>Good</i>	Cargo & Main Hatchways <i>Good</i>	

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 S. S. No. 1 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)	£	4	4
Special on 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) <i>4/6</i>	£	:	:

please call at 11/2/87
received by me, 1887
paid in London 14/2/87

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

Committee's Minute
Character assigned

TUESDAY 15 FEB 1887

X. 46954 Jan.

The side bunkers have been examined, but the forward and after cross bunkers could not be seen as they were full of coal.

The masts, yards &c. have been examined and the fore topsail yard renewed.

The Chain Cables have been raised and examined, and 300 fathoms found complete and in good order.

The first Kedge anchor and 15 fathoms of the Stream Chain had been parted with on the last voyage, and these have now been replaced, and the following are particulars of the Certificates of Test:—

Kedge anchor.—No. of Cert. 5497. Laita Dock, Sunderland, 20th May 1878

Weight of anchor ^{est. gr. lbs.} 6.6.7. Shot ^{est. gr. lbs.} 1.0.21. Proof strain 8.7.2.0

Mark 18.77 R.W.C.P.T.S.B. & T. Spt. J. Hartness. Super.

Stream Chain.—No. of Cert. 4398. Low Walker 28th May 1883

Stud link, 15 fathoms $1\frac{1}{8}$ " dia. One joining shackle.

Tensile strain 23 $\frac{3}{4}$ tons. Breaking strain 34 $\frac{1}{8}$ tons.

Mark 1.2.82 L.P.H. - L.W. B. & T. Spt. Robert Purvell. Super.

To complete the special survey the forward and after cross bunkers have to be examined, and the owners propose to have this done on the vessel's arrival at Glasgow, for which Port she has now sailed.

Chas. H. Jordan