

46990
REPORT of SURVEY for REPAIRS, &c.

Received in London Office. **THURS 14 APRIL 1887**

No. 216 Port of London
No. in Reg. Book. 216 Survey held at London Date, First Survey 17th March Last Survey March 1887
(No. of Visits) Master

TONNAGE:—	Built at <u>Newcastle</u>	By whom <u>C. L. Swan & Hunter</u>	When <u>1882</u>
NET <u>1022</u>	Owners <u>Klyde S. S. Co (Lim) (T. Hunter & W. Jacks)</u>	Port belonging to <u>London</u>	
GROSS <u>1573</u>	Owners' Address <u> </u>		
UNDER DK. <u>1273</u>	(If not already recorded in Appendix to Register Book.)		
If Surveyed Afloat or in Dry Dock <u>Dry Dock</u> Name of Dock <u>Bridge Dry Dock</u> Destined Voyage <u>Cardiff, Trinidad & New York</u>			
Length of Poop <u> </u>	ft. of Forecastle <u> </u>	ft. of Raised Or. Deck <u> </u>	ft. of Moulded Depth <u> </u>
(If these particulars are not yet recorded in the Register Book.)			
Classed <u>100A.1.</u>			Character in Register Book. <u>6,86</u>

Last Survey, No. Port
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. ins.
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.) as painted on Ship in Winter ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage repair & special survey No 1.

Damage repair. On the starboard side in the after hold from 12 ft. to 40 ft. abaft the engine room, 7 frames doubled from about a foot from the tank side to about 15 inches below the lower deck stringer plate & 12 reverse frames renewed for about the same length as that of the doubling frames. Four lugs behind the double angle iron stringer at the upper turn of bilge removed and replaced by lugs 4 ft. in length. In order to do the above work, the double angle iron stringer at the upper turn of bilge was removed for a length of about 64 ft. — the same replaced.

Special Survey No 1. The bottom examined and coated. The limber boards and ceiling equal to one stroke on each side in No 2 or main hold lifted. Sufficient loose ceiling removed from the ballast tanks in the fore hold & in the after hold — limber boards also lifted — and the ballast tanks tested by a head of water to the height of the light water line. The

PRESENT CONDITION OF THE		Plank (Bottom) & Counter		Ceiling		Boats	
Decks	good	Planks	good	Rudder	good	Masts, Yards, &c.	good
Waterways	good	Trunnels or Rivets	good	Windlass & Capstan	good	Condition, how ascertained	by exam ⁿ
Comings	good	Breasthooks & Stemson	good	Pumps	good	Sails	good
Up'r Dk. Beams & Fastenings	good	Transoms, Pointers, & Crutches	good	Cement (if Iron Ship)	good	Anchors No. of	3 B. 1 S. 2 K
Low'r Dk. Beams & Fastenings	good	Timbers of Frame at the openings	good	Caulking of Bot'm, D'k, & Watrways	good	Cables	good
Plank sheers	good	Ditto ditto at other places	good	Copper, or V.M.	good	Hawsers & Warps	good
Sheerstrakes	good	Keelsons	good	(State if on Felt)	good	Standing & Running Rigging	good
Topsides	good	Clamps & Shells	good	When put on	good	Hatches	good
Wales	good	Coal Bunker, Openings, Lids, &c.	good	Scuppers	good	Cargo & Main Hatchways	good
Engine Room Skylights	good		good		good		good

General Observations, Opinion as to Class, Recommendation, &c. :
This vessel is in good and efficient condition, eligible in my opinion to remain as classed, and the requirements of the Rules for special survey No 1 having been complied with, to be marked in the Register Book "S. S. Lon No 1-A7."

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:
Survey Fee (per Section 28) 10s. apud maker	£	5	5 0
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) ...	£	:	:

Fees received by me, 19.4.1887

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

Committee's Minute **FRIDAY 15 APRIL 1887**
Character assigned 100A.1.

46995. Pa.

cement in the bottom examined and repaired? The masts and spars examined and all other requirements of the Rules complied with. The rudder pintles bushed.

J. H. Truscott.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEY RS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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