

REPORT of SURVEY for REPAIRS, &c.

Received in London Office

THURS 10 MARCH 1887

No.

Port of

No. in
Reg. Book.

Survey held at London

Date, First Survey

28th Jan^y

Last Survey

22 Feb^y 1887

32 on the

Iron Sct. Stm. "Rainbow"

Master

TONNAGE:—

Built at

Dundee

By whom

Gourlay Bros.

When / 87/

YEAR.
MONTH.

10th

NET

591

Owners

General Steam Navigation Co.

Port belonging to London.

GROSS

1086

UNDER DK.

205

Owners' Address

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

If Surveyed Afloat or in Dry Dock & Dry Dock Name of Dock G. S. N. Co. Deptford Destined Voyage

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.)

Years assigned,
if a Wood Ship.

Character in
Register Book.

Classed

100A.1

2.85

Last Survey, No. 45925 Port Lon

S. S. Lon. N^o 3-85

(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.) Society's Freeboard (if assigned) in Summer ft. ins. in Winter ft. ins. as painted on Ship

REPAIRS, OR EXAMINATION AS PER RULE, FOR

The lower part of stern frame, the after-end of keel and of garboards were worn - see report of survey of March^{Feb^y} 86 - London report. Strengthening has now been applied similar to what is shown on the accompanying sketch approved in the Secretary's letter dated 9th Sept^r 86, except that the top plate between the two posts, proposed to be worked one inch thick has been omitted, as it was not thought to be necessary. The additions are as follows viz: a plate 2" thick worked on each side of lower part of stern framing, with 3" thickness on the under side, also on the fore side of the same, shoe plates 5/8" thick worked under the keel for a length of about 16 feet.

The bottom examined & was in good condition. 12 planks of the upper deck between the fore hatch & the main hatch new of pitch pine, also one plank on the starboard side abreast main hatch new. The upper deck recaulked from the forecastle to the bridge. Plating about 5ft. wide & extending 2 beam spaces on upper deck beams, around fore mast new. The side

PRESENT CONDITION OF THE

Decks

good

Plating (Bottom) & Counter

good

Ceiling

good

Boats

good

Waterways

good

Transoms or Rivets

good

Rudder

good

Masts, Yards, &c.

good

Comings

good

Breasthooks & Stemson

good

Windlass & Capstan

good

Condition, how ascertained from deck

Up'r Dk. Beams & Fastenings

good

Transoms, Bainters, & Crutches

good

Pumps

good

Sails

good

Low'r Dk. Beams & Fastenings

good

Timbers of Frame at the openings

good

Cement (if Iron Ship)

good

Anchors No. of 3 B. H. 2 K

Planksheers

good

Ditto ditto at other places

good

Caulking of Bot'm, D'k, & Watrways

good

Cables 285 fms good-ranged

Sheerstrakes

good

Keelsons

good

Copper, or V.M.

good

Hawsers & Warps

good

Topsides

good

Clamps & Shroffs

good

When put on

good

Standing & Running Rigging

good

Wales

good

Coal Bunker, Openings, Lids, &c.

good

Scuppers

good

Cargo & Main Hatchways

good

Engine Room Skylights

good

Hatches

good

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) per Scale I., Sec. 27...

£

Office Fee (if chargeable) per Scale II., Sec. 27...

£

Survey Fee (per Section 28)

£

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)

£

Committee's Minute

TUESDAY 15 MARCH 1887

Character assigned

Fees

received by me,

26.3 1887

J. H. Truscott.

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



Lloyd's Register Foundation

H 7066 Low

plating of open bridge doubled on the starboard side in 4 frame spaces
18" deep at the lower part of bridge plating. The bridge deck recaulked.
The chain cables ranged and examined - 205 fathoms.

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 SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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