

REPORT of SURVEY for REPAIRS, &c.

47530
20/8/87

No. 611 Port of London Date, First Survey 11th Aug. Last Survey 2nd Aug. 1887
Reg. Book. Survey held at London (No. of Visits)

on the Iron screw Steamer BORGHESSE Master P. Rettie YEAR. MONTH.

TONNAGE:— Built at Sunderland By whom W. Pile & Co. When 1870 11
NET 1331 Owners Racburn & Verel Port belonging to Glasgow
GROSS 2044
UNDER DK. 1750 Owner's Address
(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock dry dock Name of Dock West India Destined Voyage Newport for Buenos Ayres
Length of Poop ft.: of Forecastle ft.: of Raised Qr. Deck ft.: Moulded Depth ft. ins.
(if these particulars are not yet recorded in the Register Book.)

Classed 100 A1
Last Survey, No. 46571 Port Sunderland S.S. No. 3 Clyde 77. S.S. No. 1. E.L. 82 886

(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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part S.S. No. 2.

This Vessel has been examined in the West India dry dock, and afloat in the South West India dock.

The bottom was found to be rubbed and chafed in places and a few bolts slightly started. The latter have been reamended where required and the bottom cleaned and painted. The sides of the hull outside have been sealed and painted.

In the fore hold the hatchets and portions of the close ceiling have been removed, the lumber cleaned out, the floor cleaned and coated with cement wash, and the cement repaired where required. And the sides of the hold sealed and painted.

In the main hold, which is insulated for carrying meat, the hatchets of ceiling have been lifted, the lumber cleaned out, floors cleaned and coated with cement wash, and the cement found in good order. Portions of the insulation have been removed for examination and the lower sides of the hold found in a

PRESENT CONDITION OF THE		Boats	
Plank (Bottom) & Counter	<u>Good</u>	Boats	<u>5</u>
Trunnels or Rivets	<u>Good</u>	Masts, Yards, &c.	<u>Good</u>
Breasthooks and Stemson	<u>Good</u>	Condition, how ascertained	<u>Examined</u>
Transoms, Pointers, & Crutches	<u>Good</u>	Sails	<u>Good</u>
Timbers of Frame at the openings	<u>Good</u>	Anchors No. of	<u>3B, 11. 2K</u>
Ditto ditto at other places	<u>Good</u>	Cables	<u>Rough</u>
Keelsons	<u>Good</u>	Hawsers & Warps	<u>Good</u>
Clamps & Shelves	<u>Good</u>	Standing & Running Rigging	<u>Good</u>
Ceiling	<u>Good</u>		
Rudder	<u>Good</u>		
Windlass & Capstan	<u>Good</u>		
Pumps	<u>Good</u>		
Cement (if Iron Ship)	<u>Good</u>		
Caulking of Bottom, D'k, & Watrways	<u>Good</u>		
Copper, or Y.M. (State if on Felt.)	<u>Good</u>		
When put on	<u>Good</u>		
Engine Room Skylights	<u>Good</u>	Coal Bunker, Openings, Lids, &c.	<u>Good</u>
Coal Bunker, Openings, Lids, &c.	<u>Good</u>	Scuppers	<u>Good</u>
General Observations, Opinion as to Class, Recommendation, &c.	<u>Good</u>	Cargo & Main Hatchways	<u>Good</u>
		Hatches	<u>Good</u>

This Vessel appears strong and efficient where seen except Ballast tank which is to be made good at Newport, and if satisfactorily done there under inspection will then be eligible in our opinion to remain as classed.

Entry Fee (if chargeable) per Rule I., Sec. 27...	Office Fee (if chargeable) per Rule II., Sec. 27...	Survey Fee (per Section 28)	Special on Damage, Fee (if any) (Rule Sec. 28)	Certificate (if required) to be issued	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Committee's Minute	Character assigned
<u>2</u>	<u>2</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>
Fees received by me, <u>30.8.1887</u>								
Char. H. Jordan								
Wm. C. Dancy								
Surveyor to Lloyd's Register of British & Foreign Shipping.								
Wm. Boyer								
Copy sent to Npt 28/8/87								

FRIDAY 26 AUGUST 1887
Committee's Minute
Character assigned Deferred
ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

On the after hold the whole of the ceiling has been removed from the top of the ballast trunk. The trunks cleaned out and examined, the iron work scraped and coated with cement wash, the cement repaired where required, and the lower part of the bulkhead at the forward end of the trunks repaired with doubling plates. The trunk was filled for testing but was found to be leaking seriously inside the shaft tunnel under the suction pipe, and the owners have undertaken to have it repaired on the vessel's arrival at Newport for which Port she has sailed. The sides of this hold were sealed and painted.

The five peak, after peak and compartment at after end of shaft tunnel, have been sealed and coated with cement wash and painted as required.

The ~~lower~~^{upper} deck has been examined by boring and found satisfactory.
The Chain Cables have been examined and 345 fathoms found
in good order.

a Guide hawser is to be supplied to the vessel at Newport to complete the equipment.

The Coal bunkers cleared and examined

and a 9 inch hawser supplied to the vessel.

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