

REPORT of SURVEY for REPAIRS, &c.

THURS 1 SEPT 1887

47558  
Survey held at London Date, First Survey June 1987 Last Survey Aug 20 1887  
Book. 59 on the "Walton" Iron Steamer Master E R Blake  
TONNAGE:— Built at Sunderland By whom Short Bros When 1877—  
NET 688 Owners 2y who are given in Register Port belonging to London  
GROSS 1009 Owner's Address (if not already recorded in Appendix to Register Book.)  
UNDER DK. £78  
If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Carters Millwall Destined Voyage Damube  
Length of Poop 10 ft.: of Forecastle 10 ft.: of Raised Or. Deck 10 ft.: Moulded Depth 10 ft. ins. 100A  
(if these particulars are not yet recorded in the Register Book.)  
Classed S. S. No 2. 86  
Last Survey, No. 47558 Port Lon  
(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard in Summer ft. ins. Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials (if assigned) as painted on Ship in Winter ft. ins. of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs & the When 802-86  
Special Survey No 3.

This vessel is stated to have collided in the Danube and suffered damage to port side amidships, to have sustained damage by fire and by sinking at the entrance to Ilbery dock.  
Repairs in consequence of collision, Port Side 1 plate in the uppercourse of Bridge plating renewed, 1 plate in next below, removed & replaced, the foremost stringer plate of Raised Qr. Deck renewed, 1 Bridge front plate renewed, the angle iron stringer at after end of R. Q. D. about 12 ft. long renewed, the Bridge stringer plate renewed 20 ft. in length also angle bar 3 new angle iron bridge beams & 1 bridge beam repaired, 3 frames heated and set fair, 1 stiffened by back bar, the deck on port side entirely renewed, also waterway at after end, 1 new tie plate, 1 angle iron to Engine Room Coaming, 1 new coaming plate to Engine Room skylight, the side plating of casing unrikketted and set fair, a new transverse bulkhead fitted between casing sides & coal shoot repaired &c. Starboard Side the unrikketted plate over

PRESENT CONDITION OF THE		Boats	
Decks	<u>Good</u>	Black (Bottom) & Counter	<u>Good</u>
Waterways	<u>Good</u>	Transoms or Rivets	<u>Good</u>
Comings	<u>Good</u>	Breasthooks and Stemson	<u>Good</u>
Up'r Dk. Beams & Fastenings	<u>Good</u>	Transoms, Pointers, & Crutches	<u>Good</u>
Low'r Dk. Beams & Fastenings	<u>Good</u>	Timbers of Frame at the openings	<u>Good</u>
Plank sheers	<u>Good</u>	Ditto ditto at other places	<u>Good</u>
Sheerstrakes	<u>Good</u>	Keelsons	<u>Good</u>
Topsides	<u>Good</u>	Clamps & Shelves	<u>Good</u>
Wales	<u>Good</u>	Ceiling	<u>Good</u>
Engine Room Skylights	<u>Good</u>	Rudder	<u>Good</u>
Coal Bunker, Openings, Lids, &c.	<u>Good</u>	Windlass & Capstan	<u>Good</u>
Scuppers	<u>Good</u>	Pumps	<u>Good</u>
Cargo & Main Hatchways	<u>Good</u>	Cement (If Iron Ship)	<u>Good</u>
Hatches	<u>Good</u>	Caulking of Bot'm, D'k, & Watrways	<u>Good</u>
		Copper, or Y.M. (State if on Fell.)	<u>Good</u>
		When put on	<u>Good</u>

General Observations, Opinion as to Class, Recommendation, &c.:  
This vessel now appears to be in a sound and efficient condition eligible in my opinion to remain as classed & to have the Special Survey No 3 recorded in the Register Book

Entry Fee (if chargeable) per Scale I., Sec. 27... £ 3 : - :  
Office Fee (if chargeable) per Scale II., Sec. 27... £ : : :  
Survey Fee (per Section 28) £ 6 : 6 :  
Special on Damage, Fee (if any) (per Sec. 28) £ : : :  
Certificate (if required) to be sent to margin £ : 5 :  
Travelling Expenses (if chargeable) £ : : :  
Second Surveyor's Fee (if any) £ : : :  
Committee's Minute FRIDAY 2 SEPT 1887  
Character assigned 100A  
"P.M. 11.86" B. S. 87 S. S. No 3-87  
Fees received by me, 20/9/1887  
W. C. Darcy  
Edward W. Darcy  
Surveyor to Lloyd's Register of British & Foreign Shipping.  
Lloyd's Register  
ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.



47558 Lon.

or rather buckled plate of Bridge Struger on Starboard, compensated by doubling same, the deck being renewed over same. The cabin disturbed in consequence of these repairs on each side made good.

In consequence of Fire aboast of fore Hatchway on Port side, 1 deck plate just inside of Struger taken out failed, crack welded up, replaced, 2 adjacent plates failed in place, beam repaired, & also frame by bottom corners fitted over same.

In consequence of Sinking plate on Starboard side of Engine space renewed, 1 plate taken off Starboard side, in after hold to facilitate clearing ship of felt, then replaced, The <sup>Silom</sup> Cabin bunnings and fittings removed, sails renewed, also the cabins each side of Bridge and Forecastle, All the loose ceiling removed from top of Ballast Tanks, the tanks cleaned inside, and together with the fore and after peak Tanks, tested by head of water, The after Ballast tank top partly renewed, the Tunnel aboast <sup>main</sup> mast also renewed, additional bracket plates were fitted at the sides, and the tank girders continued farther aft as recommended. all the close and spar ceiling removed, & all oxidation removed & the iron work coated with best paint 2 coats. The fore peak bulkhead stiffened by fitting 3 reverse bars to stiffeners. 5x3x5/8. The thrust block stool repaired a new top being fitted, and a new angle iron & side plate, the pillar refitted. The broken tunnel stiffener under the mast and <sup>thru</sup> at after end of tank tunnel compensated by fitting back bar. The water tank removed replaced & repaired, the after Bulkhead of Engine Space rivetted where necessary & patch fitted over hole, Sundry Rivets in the deck and sides renewed were found loose & defective. 1 hold beam at after end of after hold renewed. & the Struger plate on the Starboard side in its vicinity, & a short length of angle bar on the inner edge of Struger. The Steering Gear Windlass & winches overhauled, the Winches nos 1 & 2 renewed, the sluice valves and pump gear overhauled, the Engine Room & Cabin skylight companion repaired and refitted, the Hatch cox and fore rafters placed in good order & part renewed. The Rigging reserved at lower ends, The fore topmast renewed, 1 Stream anchor supplied, the chain locker cleared & cables ranged. &c &c new life boat & small Rowers supplied.

Special Survey No 3. It will be seen by the above remarks that the following requirements of the Rules for the special Survey No 3 have been fully complied with, All the close & spar ceiling was removed from every part of the vessel, all oxidation beaten off frames, plating &c. Cement examined, all fore & aft, spars and general equipment examined, The fore and after Tanks, together with peak ~~the~~ tested by head of water. 1 new boat supplied, 1 Stream anchor, 7-2-0 - stock 1-2-0, Lipton 10496, Lead 9-13-3-0.

Repair, Towing & Ties angle bar to Port Boiler casing, coal shoot repaired, canvas top repaired. Coal Bunkers renewed, air space fitted over boilers below Bunkers Boilers, about 150 rivets renewed in flat of Bottom. Cabin lengthened, a new beam fitted at after end &c new stove hold plates &c.

Edmund J. D. Dorrall  
Wm H. Dorrall