

REPORT of SURVEY for REPAIRS, &c.

No. 47604

Port of London

Received in London Office,

SAT 17 SEPT 1887

No. in Reg. Book.

Survey held at London

Date, First Survey 1st Sept. Last Survey 8th Sept. 1887

106 on the Iron Screw Steamer ZEPHYRUS

(No. of Visits Five)

Master E. Jenkins

YEAR. MONTH.

TONNAGE:—

NET 1357

GROSS 2072

UNDER DECK 1916

Built at Whitty

By whom J. Turnbull & Son

When 1883

Owners Turner, Brighton & Co.

Port belonging to London

Owner's Address

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

Surveyed Afloat or in Dry Dock dry dock Name of Dock West India Destined Voyage Newport and Buenos Ayres

Length of Prop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. Years assigned, if a Wood Ship. Character in Register Book.

Last Survey, No. 46964 Port London

Classed

100 A1
1887

(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) as painted on Ship in Summer ft. ins. in Winter ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

S.S. No. 1.

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

The bottom has been examined and has been cleaned and painted. The aftermost butt in the foreboard strake on the port side was found to be very much wasted, and an outside strap has been fitted thereto. A plate in the fourth strake below the sheer strake on the starboard side abreast the after hatchway was found to be indented, and has now been removed, made fair and replaced. The rudder has been lifted and rebrashed.

The ballast tanks (Nos. 1, 2, 3 & 4) and the bilges along their sides and under the engines, boilers and stokeholes have been cleaned out and examined. The cement was found to be very thin and in a defective state in several places, more particularly in No. 4 tank, it has now been repaired where required, and under the boilers has been increased in thickness and made level with

PRESENT CONDITION OF THE

Decks	And	Plank (Bottom) & Counter	And	Ceiling	And	Boats	4	And
Waterways		Tracings or Rivets		Rudder		Masts, Yards, &c.		
Comings		Breasthooks and Stemson		Windlass & Capstan		Condition, how ascertained	Examined	
Up'r Dk. Beams & Fastenings		Transoms, Pointers, & Crutches		Pumps		Sails	And	
Low'r Dk. Beams & Fastenings		Timbers of Frame at the openings		Cement (if Iron Ship)		Anchors	No. of 3B, 1S, 2K	
Planksheers		Ditto ditto at other places		Caulking of Bottom, D'k, & Watrways		Cables	And	
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	And	Coal Bunker, Openings, Lids, &c.	And	Scuppers	And	Cargo & Main Hatchways	And	

General Observations, Opinion as to Class, Recommendation, &c.:

This vessel is in a sound and efficient condition and eligible in our opinion to remain as classed and 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) ...

Special on Damage, Fee (if any) (per Sec. 28) ...

*Certificate (if required) to be sent as per ...

Travelling Expenses (if chargeable) ...

Second Surveyor's Fee (if any) ...

Committee's Minute

Character assigned

Fees

received by me,

20/9/1887

And

Wm. C. Davey

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

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

Lloyd's Register Foundation

47004 Don

the proper lumber holes in order to afford some protection to the bottom of the wheel in this part. The interior surfaces of the ballast trucks have been cleaned and coated with cement wash, and the trucks tested with pressure.

The horns and bearings under the engines have been cleaned and those under the boiler scaled, and all coated with cement wash.

The coal bunkers have been examined and found in first order. The wheel being mounted in the carrying of weight, portions of the insulation 8'0" x 4'0" have been removed on each side in each hold, and the surfaces of the plating and frames found in first order.

The fire and after ports, and compartment at after end of the shaft tunnel have been examined and found in first order. The waste, glands &c. have been examined, and all found in first order.

Chas. H. Braden

Wm. S. Lavery