

REPORT of SURVEY for REPAIRS, &c.

47607

No. 47607

No. in Reg. Book. Survey held at London

Received in London Office, TUESDAY 20 SEPT 1887
Date, First Survey 22nd July Last Survey 17th Sept 1887
(No. of Visits)

194 on the S. Canterbury

TONNAGE:—
NET 1245 Built at pt. Glasgow By whom R. Duncan & Co When 1874 5
GROSS 1509 Owners Shaw Savill & Albion Co. Ltd. Port belonging to Glasgow
UNDER DK. 1126 Owner's Address
(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Poplar 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.)

Last Survey, No. 46203 Port London Classified S.S. Lon. No 2-83 100 A1
(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 salt water 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 fresh water ft. ins.)

REPAIRS, OR EXAMINATION AS PER RULE for S.S. No. 3.
This vessel is a similar case to that of the S. Wellington — Report No 47595 — belonging to the same owners, & has been similarly opened up for survey. I.e. in the insulated portion, parts of the insulating construction have been opened & removed, exposing the shell & framework of the vessel there. These openings were of number & dimensions as follows viz., in the tween decks one on each side 10 ft x 2 ft 6 in; in the lower hold, alongside the Keelson and again near the floor ends, the former being 3 ft wide & the latter 4 ft wide, & both extending the whole length of the Chamber; & above the floor, & between them & the hold beams, three on each side 10 ft x 4 ft.

The plating framework to at these places were all found to be in good condition.

Clear of this insulated chamber all the close ceiling has been removed, as required by the rules, & all the scale & rust.

PRESENT CONDITION OF THE		Boats	
Decks	<u>good</u>	Plank (Bottom) & Counter	<u>good</u>
Waterways	<u>"</u>	Transoms or Rivets	<u>"</u>
Comings	<u>"</u>	Breasthooks and Stemson	<u>"</u>
Up'r Dk. Beams & Fastenings	<u>"</u>	Transoms, Pointers, & Crutches	<u>"</u>
Low'r Dk. Beams & Fastenings	<u>"</u>	Timbers of Frame at the openings	<u>"</u>
Plank sheers	<u>"</u>	Ditto ditto at other places	<u>"</u>
Sheerstrakes	<u>"</u>	Keelsons	<u>"</u>
Topsides	<u>"</u>	Clamps & Shelves	<u>"</u>
Wales	<u>"</u>	Ceiling	<u>pt. new</u>
Engine Room Skylights	<u>—</u>	Rudder	<u>"</u>
Coal Bunker, Openings, Lids, &c.	<u>—</u>	Windlass & Capstan	<u>"</u>
General Observations, Opinion as to Class, &c.:		Pumps	<u>"</u>
		Cement (if Iron Ship)	<u>"</u>
		Caulking of Bot'm, D'k, & Wat'rways	<u>"</u>
		Copper, or V.M. (State if on Belt.)	<u>"</u>
		When put on	<u>"</u>
		Scuppers	<u>good</u>
		Cargo & Main Hatchways	<u>good</u>
		Hatches	<u>"</u>

The requirements for this survey having been complied with & the vessel being in good condition she is eligible in our opinion to remain as classed & to be marked S.S. Lon. No 3-87

Form No. 2 for Repairs—2000—16/5/85—Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Entry Fee (if chargeable) per Scale I., Sec. 27. £ 4
Office Fee (if chargeable) per Scale II., Sec. 27. £ 5
Survey Fee (per Section 28) £ 550
Special Damage Fee (if any) (per Sec. 28) £ 5
Certificate (if required) to be sent as per margin £ 5
Travelling Expenses (if chargeable) £ 5
Second Surveyor's Fee (if any) £ 5

received by me, 30/9/1887

Wm. B. Dacey
G. T. Cooper
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute FRIDAY 23 SEPT 1887
Character assigned 100 A1

47607 Lon

chipped & beaten off from the iron surfaces, which have been recrosted.
The cement in the flat of the bottom was found to be (except in a few places which have now been made good) well adhering to the iron.

Then the ceiling was relaid, the part clear of the insulated chamber being renewed.

The deck was worn thin in places necessitating the renewal of portions of 5 strakes on the starboard side & of 7 strakes on the port side, which has now been done, & the deck recaulked.

The rigging spar & equipment generally have been overhauled & made good, & are now quite efficient.

The chain cables have now been ranged and found complete.

Geo. T. Cooper
Will^m B. Hailey

The bottom of the vessel has been examined in the Poplar dry dock and found in good order, and has been cleaned and painted.

Chas. H. Jordan