

REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

49685
SAT 1 OCT 1887

No. in Reg. Book. *4 Sup* on the *Steel Screw Steamer STARLING* Date, First Survey *23rd Sept.* Last Survey *29th Sept. 1887*
 Survey held at *London* (No. of Visits) Master *R. Oakley - 87*

TONNAGE: NET *504* Built at *Newcastle* By whom *Palmer's Co.* When *1887* MONTH *6*
 GROSS *721* Owners *General Steam Navigation Co.* Port belonging to *London*

UNDER DK. *699* Owners' Address (if not already recorded in Appendix to Register Book.)
 If Surveyed *Afloat* or in Dry Dock *afloat* Name of Dock at *Septford* Destined Voyage *Amsterdam*

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.)
 Character in Register Book. *100 A 1*
 Years assigned, if a Wood Ship. *7.87*

Last Survey, No. *2053* Port *None*
 (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 *Repairs.*

This vessel has been visited afloat alongside the General Steam Navigation Co's Works, Septford.

The fore and aft bulk carlings to the lower deck main hatchway and also the hatchway beams at each end, together with the deck beams at the after end and the eight short beams on each side had been bent down, and the two lower hold stanchions on each side of the hatchway bent, and the foot of one 'tween deck stanchion broken by the weight of the cement cargo which it was ascertained had been placed on this deck.

All the bent beams and carlings have now been straightened, additional lower and 'tween deck stanchions fitted at the after end of the hatchway on each side, and the two lower stanchions on each side of the hatchway (2 3/4 dia.) replaced by others 3 1/4 dia.

It was recommended by Mr. Davey and the undersigned

PRESENT CONDITION OF THE		Boats	
Decks <i>good</i>	Plank (Bottom) & Counter <i>not seen</i>	Ceiling <i>good</i>	Boats <i>3</i>
Waterways	Treenails or Rivets	Rudder <i>not seen</i>	Masts, Yards, &c.
Joinings	Breasthooks & Stemson	Windlass & Capstan <i>good</i>	Condition, how ascertained <i>from deck</i>
Up'r Dk. Beams & Fastenings	Transoms, Pointers, & Crutches	Pumps	Sails <i>good</i>
Low'r Dk. Beams & Fastenings	Timbers of Frame at the openings	Cement (if Iron Ship)	Anchors No. of <i>3 B, 1 S, 2 K</i>
Planksheers	Ditto ditto at other places	Caulking of Bot'm, D'k, & Watrways <i>good</i>	Cables <i>good</i>
Sheerstrakes	Keelsons	Copper, or Y.M. (State if on Felt.) When put on	Hawsers & Warps
Top-sides	Clamps & Shelves	Scuppers <i>good</i>	Standing & Running Rigging
Wales	Coal Bunker, Openings, Lids, &c. <i>good</i>	Cargo & Main Hatchways <i>good</i>	Hatches

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

The vessel is in a sound condition and eligible to remain as classed, the repairs to the hatchway not being considered of such a nature as to interfere with the class.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : :
 Office Fee (if chargeable) per Scale II., Sec. 27. £ : :
 Survey Fee (per Section 28) £ 1 1 : -
 Special 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
 Character assigned *100 A 1*

not pressed for
 received by me, *2/1/88*
 188

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

TUESDAY 11 OCT 1887



Form No. 2 for Repairs—5000—29/85—Transfer Ink. The Surveyors are requested not to write on or below the space for Committee's Minute.

Insert Character precisely as in Register Book.

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that double angle irons $4\frac{1}{2} \times 3 \times \frac{7}{16}$ should be fitted back to back along the top of the tie plates on each of the fore and aft hatchway carlins, thus: —  the double angles to extend to the beam before and the beam abaft the hatchway, in order to afford additional support to the parts between the stanchions, but the owners have refused to do this.

Chas. H. Jordan

THE SURVEYOR ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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