

47860

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

FRIDAY 2 DEC 1887

No. in Survey held at London Date, First Survey 31<sup>st</sup> Oct. Last Survey 28<sup>th</sup> Nov. 1887  
(No. of Visits Two)

116 on the Iron screw Steamer TEAL Master \_\_\_\_\_

TONNAGE: 113 Built at Stockton By whom M. Pearce & Co. When 1876

NET 113 Owners General Steam Navigation Co. Port belonging to London

GROSS 164 Owners' Address \_\_\_\_\_

UNDER DK. 60 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock By Dock Name of Dock L. S. N. Co. Destined Voyage \_\_\_\_\_

Length of Poop \_\_\_\_\_ ft. of Forecastle \_\_\_\_\_ ft. of Raised Or. Deck \_\_\_\_\_ ft. Moulded Depth \_\_\_\_\_ ft. ins.

Last Survey, No. 46984 Port Ron S.S. No. 2 S. No. 25

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 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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR S. S. No. 3

This Vessel has been examined in the General Steam Navigation Co. Dry Dock, Deptford, and alongside the Co. Works.

The bottom found in good order has been cleaned and coated.

The after part of the keel found to be worn, has now been fitted with shoe plates for a distance of about 24 feet from the rudder post.

The fourth plate abt the stem in the first stroke below the sheer

stroke on the port side was found to be badly broken and temporarily

patched, and has now been renewed, and a frame in way of same

found to be bent has been made fair.

The whole of the ceiling has been removed from the holds, tween decks,

bunkers, peaks and forecabin, and the surfaces of the iron work

oiled and painted.

The water ballast tanks and bilges under the engine, boilers and

stokehole have been cleared out and examined, the cement found

in good order, the floors, framing and beams oiled and coated.

PRESENT CONDITION OF THE

Decks Good Plank (Bottom) & Counter Good Ceiling Good Boats 5 Good

Waterways \_\_\_\_\_ Treennails or Rivets \_\_\_\_\_ Rudder \_\_\_\_\_

Comings \_\_\_\_\_ Breasthooks & Stemson \_\_\_\_\_ Windlass & Capstan \_\_\_\_\_

Up'r Dk. Beams & Fastenings \_\_\_\_\_ Transoms, Pointers, & Crutches \_\_\_\_\_ Pumps \_\_\_\_\_

Low'r Dk. Beams & Fastenings \_\_\_\_\_ Timbers of Frame at the openings \_\_\_\_\_ Cement (if Iron Ship) \_\_\_\_\_

Plank sheers \_\_\_\_\_ Ditto ditto at other places \_\_\_\_\_ Caulking of Bottom, Dk, & Watrways \_\_\_\_\_

Sheerstrakes \_\_\_\_\_ Keelsons \_\_\_\_\_ Copper, or Y.M. (State if on Felt.) \_\_\_\_\_

Topsides \_\_\_\_\_ Clamps & Shelves \_\_\_\_\_ When put on \_\_\_\_\_

Wales \_\_\_\_\_ Engine Room Skylights Good Coal Bunker, Openings, Lids, &c. Good Scuppers Good Cargo & Main Hatchways Good Hatches \_\_\_\_\_

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. 3

recorded in the Register.

Entry Fee (if chargeable) per Scale I., Sec. 27... £ 2 : - : Fees applied for, \_\_\_\_\_

Office Fee (if chargeable) per Scale II., Sec. 27... £ : : \_\_\_\_\_

Survey Fee (per Section 28) ..... £ 5 : 5 : Received by me, \_\_\_\_\_

Special on 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 \_\_\_\_\_ TUESDAY 6 DEC 1887

Character assigned \_\_\_\_\_ S.S. No 3-87

Robert Edmund Taylor & Son, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

(Insert Character precisely as in Register Book.)

LON 681-0443



47860 Son

and the tanks tested under pressure.

The main deck has now been renewed from abreast the main hatchway, along each alley way, to the poop, and the tie plates alongside the boiler casing on each side renewed where found to be wasted.

The masts, yards &c. have been examined, and the chain cables ranged and 240 fathoms found complete and in good order.

Chas. H. Jordan

Wm. L. Dacey