

REPORT of SURVEY for REPAIRS, &c.

48/48

Received in London Office **FRIDAY 2 MARCH 1888**

No. *592* Date of Writing Report *1st March 1888* Port of *London*
 No. in Reg. Book. *592* Survey held at *London* Date, First Survey *23rd Feb 1888* Last Survey *23rd Feb 1888*
 (No. of Visits *one*)

on the *Iron Screw Steamer* **CHELSEA** Master *G. Howard*
 YEAR. MONTH.

TONNAGE:— Built at *Newcastle* By whom *Palmer's Co.* When *1884*

NET *7524* Owners *Ruin Steam Collier Co* Port belonging to *London*

GROSS *1171* Owner's Address (if not already recorded in Appendix to Register Book.)

UNDER DK *893* If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Quin* Destined Voyage *Sunderland*

Length of Poop *10* ft.: of Forecastle *10* ft.: of Raised Or. Deck *10* ft.: Moulded Depth *100* ft. *11* ins.

Classed *100 A1* Character in Register Book *9.87*

Last Survey, No. *20688* Port *New*

(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 *Audition*

This vessel has been visited in the Quin Dry Dock, but the water was not out of the dock, and the vessel was undocked the following tide, the undersigned was therefore unable to see the bottom.

PRESENT CONDITION OF THE	Planks (Bottom) & Counter	Ceiling	Boats
Decks <i>And</i>	<i>And</i>	<i>And</i>	<i>And</i>
Waterways <i>✓</i>	Treenails or Rivets <i>✓</i>	Rudder <i>not examined</i>	Masts, Yards, &c. <i>✓</i>
Comings <i>✓</i>	Breasthooks and Stemson <i>✓</i>	Windlass & Capstan <i>And</i>	Condition, how ascertained <i>from deck</i>
Up'r Dk. Beams & Fastenings <i>✓</i>	Transoms, Pointers, & Crutches <i>✓</i>	Pumps <i>✓</i>	Sails <i>And</i>
Low'r Dk. Beams & Fastenings <i>✓</i>	Timbers of Frame at the opening <i>✓</i>	Cement (if Iron Ship) <i>✓</i>	Anchor's No. of <i>3 B, 15, 2 K</i>
Planksheers <i>✓</i>	Ditto ditto at other places <i>✓</i>	Caulking of Bottom, D'k, & Watrways <i>✓</i>	Cables <i>And</i>
Sheerstrakes <i>✓</i>	Keelsons <i>✓</i>	Copper, or Y.M. (State if on Felt.) <i>✓</i>	Hawsers & Warps <i>✓</i>
Topsides <i>✓</i>	Clamps & Shelves <i>✓</i>	When put on <i>✓</i>	Standing & Running Rigging <i>✓</i>
Wales <i>✓</i>			Hatches <i>✓</i>
Engine Room Skylights <i>And</i>	Coal Bunker, Openings, Lids, &c. <i>And</i>	Scuppers <i>And</i>	Cargo & Main Hatchways <i>And</i>

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

The vessel, so far as seen, is in a sound and efficient condition and eligible in my opinion to remain as classed.

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 Section 28	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)
£	£	£	£	£	£	£

Fees applied for, 188
 Received by me, 188

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

Committee's Minute **FRIDAY 9 MARCH 1888**
 Character assigned *100 A1*