

48238
REPORT of SURVEY for REPAIRS, &c.

No. 126
Date of Writing Report 1888
Port of
Survey held at *Tilbury*
Date, First Survey *March* Last Survey *21st March 1888*
(No. of Visits)
Master *H. Murrell*
When *1887* MONTH *7th*
Built at *West Hartlepool* By whom *W. Gray & Co*
Owners *Suffolk S. S. Co (Lim.)*
Port belonging to *London*
TONNAGE:—
NET *1833*
GROSS *2809*
UNDER DK. *2702*
Owner's Address
(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *in Dry Dock* Name of Dock *Tilbury*
Destined Voyage *Swansea hence to Baltimore*
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. Port
Classed
Character in Register Book. *100A*
11.8
Shar Deck.
ft. ins.
ft. ins.
in Summer
in Winter

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage repairs.*

On the starboard bow, one plate of (F) strake, one plate of (G) strake, two plates of (H) strake, one doubling plate in (H) strake and two plates of (I) strake removed, heated, faired, annealed & refitted. One doubling plate on outside of (I) strake removed, faired cold & refitted. Several rivets cut out of butt strap at after end of one plate in (I) strake, also three rivets cut out of upper landing edge of the plate faired cold at these places. On the port bow, one plate of (E) strake faired cold in place; one plate of (F) strake removed, faired cold & refitted. On the starboard bow four frames & reverse frames faired in place. Five frames cut, (in & out flange only) & faired & bosom angle irons fitted from 4½ ft. to 5 ft. long - the reverse frames to these frames faired. Two frames & reverse frames faired on the port bow.

As a few of the plates dealt with, passed the collision bulkhead, recommended that the fore peak tank be tested by a head of water. It was not convenient to do this on the present occasion but it is proposed to be done on the vessel's return in about six weeks.

PRESENT CONDITION OF THE		Plat ²							
Decks	<i>good</i>	Blank (Bottom) & Counter	<i>good</i>	Ceiling	<i>good</i>	Boats	<i>good</i>		
Waterways	<i>do</i>	Trunnions or Rivets	<i>do</i>	Rudder	<i>do</i>	Masts, Yards, &c.	<i>do</i>		
Comings	<i>do</i>	Breasthooks and Stemson	<i>do</i>	Windlass & Capstan	<i>do</i>	Condition, how ascertained	<i>from deck</i>		
Up'r Dk. Beams & Fastenings	<i>do</i>	Transoms, Pointers, & Crutches	<i>not exam^d</i>	Pumps	<i>do</i>	Sails	<i>not exam^d</i>	<i>good</i>	
Low'r Dk. Beams & Fastenings	<i>do</i>	Timbers of Frame at the opening	<i>good</i>	Cement (if Iron Ship)	<i>not exam^d</i>	Anchors	No. of	<i>3 B. 1 S. 2 R</i>	
Planksheers	<i>do</i>	Ditto ditto at other places	<i>not exam^d</i>	Caulking of Bot'm, D'k, & Watrways	<i>good</i>	Cables		<i>good</i>	
Sheerstrakes	<i>do</i>	Keelsons	<i>good</i>	Copper, or Y.M.		Hawseers & Warps		<i>do</i>	
Topsides	<i>do</i>	Clamps & Shells		(State if on Felt)		Standing & Running Rigging		<i>do</i>	
Wales	<i>do</i>			When put on		Hatches		<i>do</i>	
Engine Room Skylights	<i>do</i>	Coal Bunker, Openings, Lids, &c.	<i>do</i>	Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>		

General Observations, Opinion as to Class, Recommendation, &c. :
This vessel appears to be in good & efficient condition & eligible to remain as classed.
The fore peak tank however requires to be tested, as above stated.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:		
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:		
Survey Fee (per Section 28)	£	2	:	2	0
Special on Damage, Fee (if any) (per Sec. 28)	£	:	:		
*Certificate (if required) to be sent as per margin	£	:	5	:	
Travelling Expenses (if chargeable)	£	:	:		
Second Surveyor's Fee (if any)	£	:	:		

Fees applied for,
29. 3 1888
Received by me,
14/4 1888

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

Committee's Minute *FRIDAY 6 APRIL 1888*
Character assigned *Deferred for testing of tank*
FRIDAY 31 AUGUST 1888