

REPORT of SURVEY for REPAIRS, &c.

MONDAY 7 MAY 1888

No. *284* Date of Writing Report *4th May* 188*8* Port of *London*
 No. in Reg. Book. *284* Survey held at *London* Date, First Survey *26th April* Last Survey *2nd May* 188*8*
 on the *Iron Screw Steamer JOHN GRAFTON* Master *W. Kelsey*

TONNAGE:— NET *367* Built at *Newcastle* By whom *Palmer's Co* When *1883*
 GROSS *592* Owners *S. Clarke & Co* Port belonging to *London*
 UNDER DK. *487* Owner's Address _____
 If Surveyed *in* Dry Dock *Dry Dock* Name of Dock *Millwall (Carton)* 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.)

Classed _____
 Last Survey, No. *47228* Port *Ron*
 (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 as painted on Ship in Winter ft. ins.
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

S. S. No. 1

This Vessel has been examined in the Millwall Dry Dock. The bottom was found to be rubbed and chafed along the starboard side, and several rivets in different parts very much wasted, these have now been renewed, and the bottom cleaned and painted.

The trusses of ceiling have been lifted in the hold and the timbers there, together with those under the engines and boilers cleaned out, the floors and framing cleaned and coated with cement wash, and the cement in bottom examined and found in good order. The sides of the hold have been cleaned and coated with boiled oil. The ballast tank has been cleaned out and examined, the ironwork coated with cement wash, and the tank tested under pressure. The forecabin and fore peak have been examined and the latter lower part of the latter cleaned & coated with cement wash. A quantity of iron ballast was stowed in the after peak, this has been removed, the ironwork cleaned & coated with cement wash, and the ballast replaced and laid in cement. The masts, yards &c. have been examined and found in good order.

PRESENT CONDITION OF THE							
Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	<i>3</i>
Waterways	"	Freeboards or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	Breasthooks and Stemson	"	Windlass & Capstan	"	Condition, how ascertained	<i>Examined</i>
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	"	Sails	<i>Good</i>
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the opening	"	Cement (if Iron Ship)	"	Anchor	No. of <i>3B, 1S, 2K</i>
Plank sheers	"	Ditto ditto at other places	"	Caulking of Bottom, D'k, & Watrways	"	Cables	<i>Good</i>
Sheerstrakes	"	Keelsons	"	Copper, or Y.M. (State if on Felt.)	"	Hawsers & Warps	"
Topsides	"	Clamps & Shells (not examined)	"	When put on	"	Standing & Running Rigging	"
Wales	"	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Scuppers	<i>Good</i>	Hatches	"
Engine Room Skylights	<i>Good</i>						

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

The Vessel is in a sound and efficient condition and eligible in my opinion to remain as classed and to have S. S. No. 1 recorded in the Register.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for, <i>M. U. 1888</i> Received by me, <i>11/5 1888</i>
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28) ...	£	<i>3</i>	<i>3</i>	
Special on Damage, Fee (if any) (per Sec. 28) ...	£	:	:	
*Certificate (if required) to be sent as per margin	£	:	<i>5</i>	
Travelling Expenses (if chargeable) ...	£	:	:	
Second Surveyor's Fee (if any) ...	£	:	:	

Committee's Minute

Character assigned

+am C 4/88

100 A1

SS No 1-88