

REPORT of SURVEY for REPAIRS, &c.

48509

No. 181 Date of Writing Report 17th June 1888 Port of London Received in London Office, FRI 15 JUN 88
 No. in Reg. Book. 169 Survey held at London Date, First Survey 29th May Last Survey 8th June 1888
 (No. of Visits)

181 on the Iron Screw Steamer DESPATCH Master R. Moore
 TONNAGE:— Built at Newcastle By whom Palmer Bros & Co. When 1863 MONTH. 12

NET 463 Owners H. James per J. Fenwick & Sons Port belonging to London
 GROSS 784 Owner's Address (if not already recorded in Appendix to Register Book.)
 UNDER DK. 678

If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Lincolin Destined Voyage Shields

Length of Poop 11 ft.: of Forecastle 11 ft.: of Raised Or. Deck 11 ft.: Moulded Depth 12 ft. ins. 12
 (if these particulars are not yet recorded in the Register Book.) Years assigned, if a Wood Ship. Character in Register Book.

Last Survey, No. 47389 Port London S.S. No. 2 Lin. 85. S.S. No. 3 New. 78 Classed A 1
6.87

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard 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, FOR S.S. No. 3 and Freeboard.

This vessel has been examined in the Lincolin Dry Dock.
 The bottom found in good order, ^{except as reported below,} has been cleaned and painted.
 Six plates in the fourth strake below the sheer strake which were very much worn and indented have now been renewed on each side of the vessel. A plate in the fifth strake below the sheer strake on the Port side under the front of Bridge, and also the next plate abaft it have now been repaired with outside straps, but the owner have undertaken to renew them as per letter attached. The shell plating has been drilled and found to be in a satisfactory condition as to thickness. The rudder has been rebushed.

The ballast trunks and bilges under the engines and boilers have been cleaned out, and the flues, framing and cement examined all fore and aft, and the flues and framing sealed and coated with cement wash. The trunks have been tested under pressure.

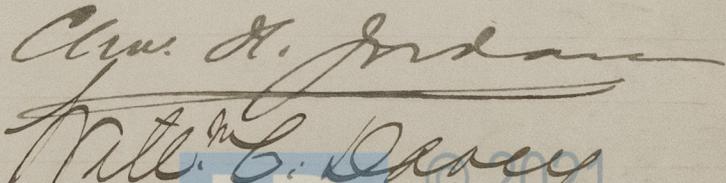
The holds and bunkers have been sealed and coated with Black P. T. O.

| PRESENT CONDITION OF THE | | | |
|-----------------------------|-------------|----------------------------------|-------------|
| Decks | <u>Good</u> | Plank (Bottom) & Counter | <u>Good</u> |
| Waterways | " | Trunnels or Rivets | " |
| Comings | " | Breasthooks and Stemson | " |
| Fore Dk. Beams & Fastenings | " | Transoms, Pointers, & Crutches | " |
| Aft Dk. Beams & Fastenings | " | Timbers of Frame at the opening | " |
| Plank sheers | " | Ditto ditto at other places | " |
| Sheerstrakes | " | Keelsons | " |
| Topsides | " | Clamps & Shelves | " |
| Wales | " | | |
| Engine Room Skylights | <u>Good</u> | Coal Bunker, Openings, Lids, &c. | <u>Good</u> |
| | | Scuppers | <u>Good</u> |
| | | Cargo & Main Hatchways | <u>Good</u> |
| | | Hatches | " |

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

The 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.

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| Survey Fee (if chargeable) per Scale I., Sec. 27... | £ | 0 | |
| Office Fee (if chargeable) per Scale II., Sec. 27... | £ | 0 | |
| Survey Fee (per Section 28) | £ | 5 | 50 |
| 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) | £ | | |


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

Committee's Minute 18th June 1888 TUES 19 JUNE 1888
 Character assigned A 1 S.S. No. 3 - 6/88 Record Freeboard
 LON 683-0248

Varnish. A number of reverse frames have been repaired and also the hold beams where required. The ceiling has been renewed where required.

The fore and after peak have been sealed and coated with cement wash. The lining has been removed in the after cabins and the ironwork sealed and painted.

The main and Raised Quarter decks have been repaired where required.

The windlass has been unhooked, stripped and examined.

The masts, yards &c have been examined and the fittings made good where required. Most of the lower rigging has been renewed.

The chain cables have been raised and examined, and 240 fathoms found complete and in good order.

The freeboard assigned by the Committee, viz: - 3'-3" in winter, 3'-1" in summer and 3 1/2 in. less in fresh water has been marked upon the vessel.

Chas. H. Jordan
 W. B. Snow