

# REPORT of SURVEY for REPAIRS, &c.

No. *48876* Date of Writing Report *1888* Port of *London* Received in London Office, *SAT 23 JUN 83*  
 No. in Survey held at *Tilbury* Date, First Survey *2<sup>nd</sup> June* Last Survey *21<sup>st</sup> June* 18*88*  
 on the *Iron S.S. "Lord O' Neill"* (No. of Visits) Master *Series*

TONNAGE:— NET *1816* Built at *Belfast* By whom *Harland & Wolff* When *1884* MONTH. *5*  
 GROSS *2753* Owners *Irish Shipowners Co. (Lim)* Port belonging to *Belfast*  
 UNDER DK. *2543* Owner's Address (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *Dry* Name of Dock *Tilbury* Destined Voyage *Cardiff*  
 Length of Poop *21* ft.: of Forecastle *11* ft.: of Raised Or. Deck *11* ft.: Moulded Depth *14* ft. ins. *100 A1*

Last Survey, No. *253* Port *Belfast* Classified *100 A1*  
 (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 *14* ft. ins. *87*  
 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 *14* ft. ins. *87*  
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Part S.S.N.1 and Repairs.*  
*The bottom outside is in good order, it has been cleaned and coated.*  
*The sides of the holds all fore and aft and the peaks are in good condition.*  
*The whole of the Water Ballast-Tanks were examined inside and with the exception of No. 2 Tank. were found in good order. No. 2 Tank has now been scaled and cement-washed and is in good condition. Tanks No. 1 and 3 were tested by water pressure and are tight and in good order. Tanks No. 2 and 4 require to be tested in order to complete S.S.N.1. The Owners state that this will be done at Cardiff. for which Port the vessel has sailed.*

## Repairs.

*Found in way of the Stoke Hold on the Starboard side two plates in the Childs strake badly indented and fractured.*

PRESENT CONDITION OF THE		Boats	
Decks	<i>Good</i>	Boats	<i>Good</i>
Waterways	<i>Good</i>	Masts, Yards, &c.	<i>Good</i>
Comings	<i>Good</i>	Condition, how ascertained	<i>Examined</i>
Up'r Dk. Beams & Fastenings	<i>Good</i>	Sails	<i>Good</i>
Low'r Dk. Beams & Fastenings	<i>Good</i>	Anchor No. of	<i>30. 15. 24</i>
Plankbeams	<i>Good</i>	Cables	<i>Part - seen good</i>
Sheerstrakes	<i>Good</i>	Hawsers & Warps	<i>Outlets</i>
Topsides	<i>Good</i>	Standing & Running Rigging	<i>Good</i>
Waies	<i>Good</i>	Hatches	<i>Good</i>
Engine Room Skylights	<i>Good</i>	Scuppers	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>

General Observations, Opinion as to Class, Recommendation, &c.:  
*This vessel now appears to be in a good and efficient condition, eligible in my opinion to remain as classed, and on the completion of the Survey as noted above to have S.S.N.1 recorded in the Society's Register. The Water Ballast-Tanks No. 2 and 4 require to be tested to complete S.S.N.1. It is submitted that this Report should be sent to Cardiff. for the guidance of the Society's Surveyors there.*

Entry Fee (if chargeable) per Scale I, Sec. 27...	£	:	:	Fees applied for,
Office Fee (if chargeable) per Scale II, Sec. 27...	£	:	:	<i>156</i> 188 <i>8</i>
Survey Fee (per Section 28)	£	<i>3</i>	<i>3</i>	Received by me,
Special on Damage, Fee (if any) (per Sec. 28)	£	<i>3</i>	<i>3</i>	<i>217</i> 188 <i>8</i>
*Certificate (if required) to be sent as per margin	£	:	<i>5</i>	<i>640</i>
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute *FRIDAY 29 JUNE 1888* *FRIDAY 8 JULY 1888*  
 Character assigned *Deferred for completion at Cardiff*  
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and one plate in the strake below badly indented and fractured, this plate together with one of the bilge strake plates have been renewed, the other bilge plate has had the damaged part cut away and the new bilge plate was increased in length, a six feet doubling plate was fitted to compensate for the new arrangement of butts being rather close,

The wing plate of the Water Ballast Tank and the angle connecting it to the shell were slightly buckled, the damaged part of the plate was cut out and a new plate fitted, a new length of angle bar has been fitted,

One frame was slightly set up and fractured, a strong doubling frame has been fitted as compensation.

The gusset-plate attached to the damaged frame was bent it has been made good.

Strong patches have been fitted over the holes cut in the tank top.

All the disturbed cement has been renewed.

Allison B. Wilson.