

REPORT of SURVEY for REPAIRS, &c.

No. *25* on the *"Bann" Iron Ship.* Date of Writing Report *16th July* 1888 Port of *London*
No. in Reg. Book. *25* Survey held at *London* Date, First Survey *16th July* Last Survey *31st August 1888*
Master *J. T. Cutting*
By whom *T. R. Oswald & Co* When *1875* Port belonging to *London*
TONNAGE:— NET *1667* Built at *Sunderland* Owners *J. Nourse*
GROSS *1736* Owner's Address *(if not already recorded in Appendix to Register Book.)*
UNDER DK. *156*
If Surveyed Afloat or in Dry Dock *In Dry Dock* Name of Dock *Thomas Limited.* Destined Voyage *Calcutta*
Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins. Character in Register Book. *100A.1.*
Last Survey, No. *31159* Port *London* Classed *S. L. Lon. N^o 2-84.* 4.86
(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. 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 *Special Survey N^o 3.*

This vessel has been placed in dry dock & the bottom examined. All the close ceiling in the hold removed. Oxidation removed. The cement examined and is in good condition. It was not deemed necessary to drill the plating. The windlass is of iron in good condition. The chain cables ranged. The masts and spars examined and all other requirements of the Rules complied with. The vessel painted inside & outside. This vessel has a freeboard recorded in the Register Book of 5-1 in salt water. On examination of the freeboard marks on the sides of the vessel found the centre of the disc four inches too high on the port side and five inches too high on the starboard side. Wrote a letter to the Master recommending that the freeboard marking be corrected. Also mentioned that the disc is about 3 feet too far aft. The vessel started on her voyage the next morning and the Owner informed me there was not sufficient time to make the alteration. He however states that on the vessel's return he will have the freeboard marking examined. It may be stated that if the freeboard had been correctly marked

PRESENT CONDITION OF THE					
Decks	good	Planks (Bottom) & Counter	good	Ceiling	good
Waterways	5 ⁰	Keelsons or Rivets	5 ⁰	Rudder	5 ⁰
Comings	5 ⁰	Breasthooks and Stemson	5 ⁰	Windlass & Capstan	5 ⁰
Up'r Dk. Beams & Fastenings	5 ⁰	Transoms, Painters, & Crutches	5 ⁰	Pumps	5 ⁰
Low'r Dk. Beams & Fastenings	5 ⁰	Timbers of Frame at the opening	5 ⁰	Cement (if Iron Ship)	5 ⁰
Planksheers	5 ⁰	Ditto ditto at other places	5 ⁰	Caulking of Bot'm, D'k, & Watrways	5 ⁰
Sheerstrakes	5 ⁰	Keelsons	5 ⁰	Copper, or Y.M.	
Topsides	5 ⁰	Clamps & Stiffs		(State if on Roll.)	
Wales	5 ⁰			When put on	
Engine Room Skylights		Coal Bunker, Openings, Lids, &c.		Scuppers	good
				Cargo & Main Hatchways	good
				Hatches	5 ⁰

General Observations, Opinion as to Class, Recommendation, &c.:
This vessel is in good and efficient condition, eligible in our opinion to remain as classed, and the requirements of the Rules for special survey N^o 3 having been complied with, to be marked in the Register Book "S. L. Lon. N^o 3-88."
The freeboard marking (as above stated) is incorrect & should be cancelled in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 4 : - : -	Fees applied for, 79 1888 Received by me, 179 1888
Office Fee (if chargeable) per Scale II., Sec. 27...	£ : : :	
Survey Fee (per Section 28) ...	£ 5 : 5 : -	
Special on Damage, Fee (if any) (per Sec. 28)...	£ : : :	
*Certificate (if required) to be sent as per margin	£ 0 : 5 : 0	
Travelling Expenses (if chargeable)	£ : : :	
Second Surveyor's Fee (if any)	£ : : :	

Committee's Minute *FRIDAY 7 SEPT 1888*
Character assigned *100A.1 N^o 3-9.88*
Lloyd's Register
ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

48752 Son

the actual water line in the East India Docks, on the day before sailing would have been below the fresh water marks assigned by the Committee or in other words the vessel was not overladen.

J. H. Truscott.

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

General Committee Minutes

14th Oct 1888 - The case to
be referred. The case to
stand so subject to a
guarantee being given
by the owners not to have
the vessel loaded below
the depth assigned
by the Committee.
Wm. Calcutt
Secretary

Dr. Warner 4/10/88
- Cal 5/10/88
G.C. 11/10/88
Expenses of
the vessel
by W.



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