

REPORT of SURVEY for REPAIRS, &c.

49070

No. *715* Date of Writing Report *Jan 11/3* 1889 Port of *London*
 No. in Reg. Book. *715* Survey held at *London* Date, First Survey *7th Dec* Last Survey *Jan 11/3* 1889
 on the *British Isles* *See S.* Master *Southcott*
 TONNAGE: NET *2394* Built at *Port Glasgow* By whom *Reid & Co* When *1884-6*
 GROSS *2461* Owners *British Shipowners Coy Ltd* Port belonging to *Liverpool*
 UNDER DK. *2282* Owner's Address
 If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Green* Destined Voyage *Sydney*
 Length of Poop *11* ft. of Forecastle *11* ft. of Raised Or. Deck *11* ft. Moulded Depth *11* ft. ins.
 (if these particulars are not yet recorded in the Register Book.)
 Last Survey, No. *588* Port *Cal* *See*
 (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 No. 1
+ Damage

This vessel was placed in dry dock, the bottom examined cleaned & coated. It was reported that she had grounded in the River Tyne on July 30 & 31st & Aug 1st but it was seen no damage had been sustained in consequence.

The timber boards and all the loose ceiling lifted in the holds, very considerably in excess of the requirements of the Rule for S. 8. all fore and aft. Cement &c examined.

The Fore Peak, spars, and general equipment examined. The Special Survey No. 1 being fully complied with.

PRESENT CONDITION OF THE		part where seen					
Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	<i>Good</i>
Waterways	<i>✓</i>	Treenails or Rivets	<i>✓</i>	Rudder	<i>✓</i>	Masts, Yards, &c.	<i>✓</i>
Comings	<i>✓</i>	Breasthooks and Stemson	<i>✓</i>	Windlass & Capstan	<i>✓</i>	Condition, how ascertained	<i>from in</i>
Up'r Dk. Beams & Fastenings	<i>✓</i>	Transoms, Pointers, & Crutches	<i>✓</i>	Pumps	<i>✓</i>	Sails	<i>Good</i>
Low'r Dk. Beams & Fastenings	<i>✓</i>	Timbers of Frame at the opening	<i>✓</i>	Cement (if Iron Ship)	<i>✓</i>	Anchors No.	<i>3 B, 1 S, 2 K</i>
Planksheers	<i>✓</i>	Ditto ditto at other places	<i>✓</i>	Caulking of Bot'm, D'k, & Watrways	<i>✓</i>	Cables	<i>what in, Good</i>
Sheerstrakes	<i>✓</i>	Keelsons	<i>✓</i>	Copper, or Y.M. (State if on Felt.)	<i>✓</i>	Hawsers & Warps	<i>✓</i>
Topsides	<i>✓</i>	Clamps & Shelves	<i>✓</i>	When put on	<i>✓</i>	Standing & Running Rigging	<i>✓</i>
Wales	<i>✓</i>					Hatches	<i>✓</i>
Engine Room Skylights	<i>✓</i>	Coal Bunker, Openings, Lids, &c.	<i>✓</i>	Scuppers	<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 sound and efficient condition, eligible in my opinion to remain as classed & to have the Special Survey No. 1 recorded

Entry Fee (if chargeable, per Scale I., Sec. 27...	£	:	:	
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28)	£	4	4	9
Special on Damage, Fee (if any) (per Sec. 28)	£	3	3	0
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Surveyor's Fee (if any)	£	:	:	
	£	10	6	

Fees applied for,

121 1889

Received by me,

16/1 1889

Edward J. M. Turner

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

Committee's Minute

Character assigned

100A1

A1#1

SS No. 1-89

First Survey 89

Lloyd's Register Foundation

LON 684-0454

49070 Son

Repairs: — one anchor stock to Starboard Bower renewed, port anchor Tumbler repaired. Two sheer make plates on port side at break of poop and one in next make below including ^{port} port in this plate removed faired and refitted, one sheer make in way of port rigging similarly dealt with. The cement in waterway repaired, and the port H.C. and Cabin for apprentices refitted. One 15 fms of chain cable ^{replaced} refitted. No of certificate 4781. Chester 5th January 1887. Steel link chain 2¹/₂" diam. Machine No 4781. Tested 107¹/₂ & 46³/₄ tons respectively. And Jack Luff 3³/₄ steel wire hawser supplied, the afternoon. Bollards lifted & deck caulked under same.

Edward Jno Tierney