

REPORT of SURVEY for REPAIRS, &c.

49123

TUE 29 JAN 1889

Received in London Office,

No. *174* Date of Writing Report *London* 188 *Port of* *London*
 No. in Reg. Book. *174* Survey held at *London* Date, First Survey *9 Jan* Last Survey *22 Jan* 188*9*
 (No. of Visits)

Master *Palmer Co.* YEAR. MONTH. *1868*

TONNAGE:— NET *473* GROSS *752* UNDER DK. *699*
 Built at *Newcastle* By whom *Palmer Co.* When *1868*
 Owners *J. Fenwick Esq.* Port belonging to

Owner's Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Lineholm* Destined Voyage

Length of Keel *30* ft.: of Forecastle *10* ft.: of Raised Or. Deck *10* ft.: Moulded Depth *10* ft. ins. *10*
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *18444* Port *London* S.S. *London* No. 3-5.88.5886-89

(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.)
 Society's Freshboard (if assigned) in Summer *ft.* ins.
 as painted on Ship in Winter *ft.* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage repairs*

This vessel having been in collision with the S.S. 'Flamingo' on the 7th December 1888 near the Maplin Spit Buoy was cut into on the starboard side, was sunk & afterwards lifted, placed in the dry dock & repaired as under viz.

Shell plates renewed. One in narrow sheer doubling stroke, one in the sheer stroke, one in each of four strokes below the sheer and two in the fifth stroke below; another plate in sheer doubling taken off & renewed. In way of this damage four frames, from water ballast tank side right up renewed & a portion of a fifth frame renewed; also two reverse bars to these frames - three of these frames attached to main rail. Two bulwark plates cut out & renewed.

Two plates - 30 feet - in lower deck stringer renewed & on the corresponding plates - which were buckled - a doubling plate was riveted. Angle bar on this stringer on starboard side renewed and one length of angle iron in bulwarks. The diagonal between the two main

PRESENT CONDITION OF THE		Plank (Bottom) & Counter		Ceiling		Boats	
Decks	<i>good</i>		<i>good</i>		<i>good</i>		<i>Ample & good</i>
Waterways	<i>4</i>	Trunnions or Rivets	<i>4</i>	Rudder	<i>4</i>	Masts, Yards, &c.	<i>4</i>
Comings	<i>4</i>	Breasthooks and Stemson	<i>4</i>	Windlass & Capstan	<i>4</i>	Condition, how ascertained	<i>from deck</i>
Up'r Dk. Beams & Fastenings	<i>4</i>	Transoms, Pointers, & Crutches	<i>4</i>	Pumps	<i>4</i>	Sails	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>4</i>	Members of Frame at the opening	<i>4</i>	Cement (if Iron Ship)	<i>4</i>	Anchors No. of	<i>13 15 24</i>
Planksheers	<i>4</i>	Butts <i>ditto</i> at other places	<i>4</i>	Caulking of Bot'm, D'k, & Watrways	<i>4</i>	Cables	<i>plum ample</i>
Sheerstrakes	<i>4</i>	Keelsons	<i>4</i>	Copper, or T.M.	<i>4</i>	Hawsers & Warps	<i>good</i>
Topsides	<i>4</i>	Clamps & Shelves	<i>4</i>	(State if on T.M.)	<i>4</i>	Standing & Running Rigging	<i>4</i>
Wales	<i>4</i>			When put on	<i>4</i>	Hatches	<i>4</i>
Engine Room Skylights	<i>good</i>	Coal Bunker, Openings, Lids, &c.	<i>good</i>	Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>

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

This vessel is in *good* condition & eligible, in my opinion to remain as classed

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:
Survey Fee (per Section 28)	£	2	2
Special on Damage, Fee (if any) (per Sec. 28)	£	6	6
*Certificate (if required) to be sent as per margin	£	:	:
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	:

Fees applied for, *31.1.1889*
 Received by me, *4.12.1889*

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

Committee's Minute *FRIDAY 1 FEB 1889*
 Character assigned *A1*

Lloyd's Register Foundation
 LON 685-0033

49123. Jan.

hatchways were set down & broken - the deck over this had to be lifted, (& was afterwards renewed) & a part of the deck renewed.

The after beam, & main hatchway, in the hold was much bent & has now been straightened & faired, & fitted with new bars and rider plate: the deck pillars being refitted. One new beam knee.

A new scarp was raised in the wood waterway & a new piece of waterway worked & also about 48 ft of new main rail. About 24 new deck planks laid & caulked.

The ceiling has been lifted the tanks examined & the vessel cleaned all fore & aft. - Some of the orphells with which the bottom was covered was found to be disturbed & has been cut out & renewed with Portland cement.

The vessel has been cleaned and recoated inside & out.

Wm. V. Loper