

# REPORT of SURVEY for REPAIRS, &c.

49334

No. *401* Date of Writing Report *27<sup>th</sup> March 1889* Port of *London*  
 No. in Reg. Book. *Survey held at London* Date, First Survey *11<sup>th</sup> March* Last Survey *20<sup>th</sup> March 1889*  
 (No. of Visits)

Master *J. E. Hall*  
 TONNAGE:— NET *869* Built at *W. Hartlepool* By whom *Centum Gray & Co.* When *1871*  
 GROSS *1334* Owners *J. Hall & Co.* Port belonging to *London*  
 UNDER DK. *1294* Owners' Address  
 If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Union* Destined Voyage *Lisbon*  
 Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins. *100 A1*  
 (if these particulars are not yet recorded in the Register Book.) Years assigned, if a Wood Ship. Character in Register Book. *7.88*  
 Last Survey, No. *48627* Port *London* *11.82* *J.S. No. 1* *86*

(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 *ft.* ins. *100 A1*  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials (if assigned) as painted on Ship in Winter *ft.* ins. *7.88*  
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR

*Damage*

*This Vessel has been examined in the Union Dry Dock, and afloat in the London Docks, and in consequence of damage sustained through collision with the S.S. "Lydian Monarch" on the 9<sup>th</sup> March 1889 in the River Thames, has now undergone the following repairs, viz.:*

*On Port side just abaft engine room bulkhead. One plate in the second stowage and one plate in the third stowage below the sheer stowage renewed, and a butt strap to the first renewed plate made fair & replaced. One frame partly renewed and its reverse frame repaired. The ceiling removed from the top of the ballast tank in after hold, and the all the surfaces of the ironwork in the hold and tween decks cleaned & painted. The Powder Magazine rebuilt.*

*Iron bulwark plates renewed with two wash ports in same. Six bulwark stanchions, and eight riggering plates renewed or repaired as required. About 50 feet of the main rail angle iron renewed. About 82 feet of the topgallant rail and bulwark with wood stanchions to same, also about 90 feet of main rail and 19 feet of pin rail on same renewed.*

*One length of the bridge covering board and mousing to same, and four planks in the bridge deck*

PRESENT CONDITION OF THE

Decks <i>good</i>	Plank (Bottom) & Counter <i>good</i>	Ceiling <i>where seen good</i>	Boats <i>5</i>	P.T.O. <i>good</i>
Waterways <i>"</i>	Treenails or Rivets <i>where seen "</i>	Rudder <i>good</i>	Masts, Yards, &c. <i>"</i>	
Comings <i>"</i>	Breasthooks & Stemson <i>not examined?</i>	Windlass & Capstan <i>"</i>	Condition, how ascertained <i>from deck</i>	
Up'r Dk. Beams & Fastenings <i>not examined?</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 openings <i>where seen good</i>	Cement (if Iron Ship) <i>not examined?</i>	Anchors No. of <i>3 B, 1 S, 2 K</i>	
Planksheers <i>good</i>	Ditto ditto at other places <i>"</i>	Caulk'g of Bottom, D'k, & Watrways <i>good</i>	Cables <i>stated to be complete</i>	
Sheerstrakes <i>"</i>	Keelsons <i>"</i>	Copper, or Y.M. (State if on Felt.) When put on <i>"</i>	Hawsers & Warps <i>good</i>	
Topsides <i>"</i>	Clamps & Shelves <i>"</i>		Standing & Running Rigging <i>"</i>	
Wales <i>"</i>			Hatches <i>"</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.:

*The Vessel, so far as seen, is in a sound and efficient condition and 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) ....	£	:	:	
<i>Per Report of 20/3/89 £3.3.0</i>	£	:	:	
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable) .....	£	:	:	
Second Surveyor's Fee (if any) .....	£	:	:	
	£	:	:	

Fees applied for, *1 11 1889*

Received by me, *1074 1889*

*Chas. H. Jordan*

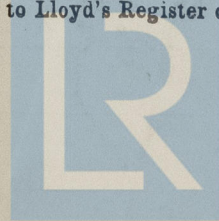
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

TUES 2 APRIL 1889

Character assigned

*100 A1*



Lloyd's Register Foundation

State if a Report is also sent on the Machinery of the Ship or if not whether, and when, one will be sent.

\* Certificate to be sent to the Registrar of Shipping, 10, Old Street, Goswell Road, London.

Insert Character precisely as in Register Book.



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renewed. The aftermost plate in the side of bridge house partly renewed, and the  
 pinnace rope in way of same repaired. The bridge deck stringer plate fained in  
 place. The carved wood chock at the end of the bridge renewed. And the bridge  
 deck recaulked when required.

A new pinnace supplied. one boat's davit straightened, one boat's skid renewed, and  
 also two eye bolts and two pipes.

Five shrouds, two topmast backstays and one topfallant backstay, and all the  
 lanyards to same renewed. And the accommodation ladder and platform  
 and floor to same partly renewed and repaired.

Apart from damage. The bottom which was found to be rubbed and chafed  
 along each bilge, but otherwise in good order, has been cleaned & painted.

Chas. H. Jordan

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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