

REPORT of SURVEY for REPAIRS, &c.

493416
THURS 18 APRIL 1889

No. 188 Port of London
Survey held at London
Date, First Survey 25th March Last Survey 16th April 1889
on the Iron Paddle Steamer "Baron Ozy"
Master
By whom C. Mitchell & Co
When 1875
Port belonging to London
TONNAGE:—
NET 573
GROSS 961
UNDER DK. 747
Built at Newcastle
Owners Arhafi & Harrison
Owners Address
(if not already recorded in Appendix to Register Book.)
If Surveyed Afloat or in Dry Dock On Ponton Name of Dock Victoria Docks. Destined Voyage
Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.
(if these particulars are not yet recorded in the Register Book.)

Last Survey, No. Port Classed
S.L. Ant. N^o 3-3, 88.
100 A.1.
7.88.
State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard
Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials (if assigned)
of any letters respecting this case. as painted on Ship } in Summer ft. ins.
} in Winter ft. ins.
REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition.

This vessel has been placed on pontoon & the bottom coated. The bottom examined and is in good condition.
Found the main deck of this vessel worn, pieced and defective. Wrote to the Master on the 26th ultimo. recommending that this deck be renewed. (Copy of letter attached).
On the 3rd inst. examined the deck, in company with Mr Harrison (Owner) & recommended that the main deck be renewed from forward to inside the poop, except some of the deck at the sides aft, which although worn, might in my opinion remain for a time, and except some planks stated to have been recently renewed at the middle line amidships. The lower part of after end of boiler casing on deck having also been exposed and found very defective - recommended that the after end of boiler casing be renewed - and that the wood lining round the remainder of the boiler casing be removed for examination.
On the 9th inst. wrote to the Owners (copy of letter attached) in reference to the above recommendations, and desired to know as soon as possible when they will be complied with. In reply the Owner stated on the 10th inst. that he will decide in a day or two &
PRESENT CONDITION OF THE
Decks See remarks Plank (Bottom) & Counter good
Waterways good Treonalls or Rivets 5^c
Joinings not exam^d Breasthooks & Stemson not exam^d
Up'r Dk. Beams & Fastenings 5^c Transoms, Pointers, & Crutches 5^c
Low'r Dk. Beams & Fastenings 5^c Timbers of Frame at the openings 5^c
Planksheers good Ditto ditto at other places 5^c
Sheerstrakes 5^c Keelsons 5^c
Topsides 5^c Clamps & Shells
Wales 5^c
Engine Room Skylights not exam^d Coal Bunker, Openings, Lids, &c 5^c Scuppers not exam^d Cargo & Main Hatchways not exam^d Hatches not exam^d
Boats good
Masts, Yards, &c. 5^c
Condition, how ascertained from deck
Sails not exam^d
Anchors No. of
Cables 5^c
Hawsers & Warps good
Standing & Running Rigging 5^c

General Observations, Opinion as to Class, Recommendation, &c. :
In view of the above mentioned defects, this vessel is not eligible in my opinion to retain a character in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for, 188
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28)	£	0	0 : 0	Received by me, 188
Special on Damage, Fee (if any) (per Sec. 28)	£	:	:	
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Chief Surveyor
am asked by
the G.C. 10/4/89
Jute Brown J.M.
J. H. Truscott.
Surveyor to Lloyd's Register of British & Foreign Shipping.
G.C. 13/6/89 - S. H. H.
Class with Red Line
to owners 13/6/89

Committee's Minute
Character assigned
to owners 18/4/89

49376. Lon

believes that he will have the necessary repairs done. On my last visit, however, viz: on the 16th inst. to the vessel - found that nothing has been done.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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