

REPORT of SURVEY for REPAIRS, &c.

49434

MON 8 MAY 1889

No. *52* Date of Writing Report *8 May 1889* Port of *London*
 No. in Reg. Book. *52* Survey held at *London* Date, First Survey *12 April* Last Survey *30 April 1889*
 on the *S.S. "James Lacey" (Iron)* Master *Palmer Bros & Co.*

TONNAGE:—
 NET *459*
 GROSS *728*
 UNDER DECK *645*
 Built at *Newcastle* By whom *Palmer Bros & Co.* When *1863* YEAR. MONTH. *5*
 Owners *J. Fenwick & Son* Port belonging to *London*
 Owners' Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Limekiln* Destined Voyage
 Length of Poop *12* ft.: of Forecastle *12* ft.: of Raised Or. Deck *12* ft.: Moulded Depth *12* ft. ins. *4.8*
 (if these particulars are not yet recorded in the Register Book.)
 Last Survey, No. *253* Port *London* Classed *A 1*
 (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 Freeboard (if assigned) in Summer *4.8* ft. ins. *4.8* ft. ins.
 as painted on Ship in Winter *4.8* ft. ins. *4.8* ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *S.S. No 3*.

This vessel has now been placed in dry dock, cleaned down and prepared for survey by the removal of all the close ceiling from the water ballast tank tops & at other places in the holds. Bunkers, Engine & boiler space & peaks cleared out. Kindlers stripped, and Chain cables ranged & found complete & in good order. Rudder repaired & made good, & equipment generally overhauled.

The plating has been drilled where considered advisable, & then measured, was found to be of sufficient thickness; but on account of being much indented, & worn in the edges, the following plates have now been dealt with as described viz.

On the Starboard side - four plates renewed, one taken off, faired & re-inked, and eleven faired in place.

On the Port side - eight plates renewed, two taken off, faired & re-inked, and twenty one faired in place.

At the after part of the vessel, one plate of the flat keel has been

PRESENT CONDITION OF THE		Boats	
Decks	<i>good</i>	Boats	<i>Complete good</i>
Waterways	<i>good</i>	Masts, Yards, &c.	<i>good</i>
Comings	<i>good</i>	Condition, how ascertained	<i>inspection</i>
Up'r Dk. Beams & Fastenings	<i>good</i>	Sails	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>good</i>	Anchors No. of	<i>3 B. 15. 24.</i>
Plank sheers	<i>good</i>	Cables	<i>Range complete & good</i>
Sheerstrakes	<i>good</i>	Hawsers & Warps	<i>good</i>
Topsides	<i>good</i>	Standing & Running Rigging	<i>good</i>
Wales	<i>good</i>	Hatches	<i>good</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 our opinion to remain as classed & to be marked

S.S. Lon No 3 - 4, 89

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 3	Fees applied for,	7.5 1889
Office Fee (if chargeable) per Scale II., Sec. 27...	£ :	Received by me,	8.5 1889
Survey Fee (per Section 28)	£ 5		
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)	£ 10		

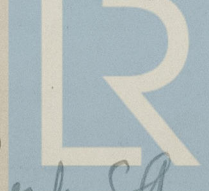
Wm. B. Darcy
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned
+ Am 6 5/89

MAY 1889

SS No 3 - 4/89



Lloyd's Register Foundation

49434. Jan.

doubled, & the doubling continued as far as to form a shore piece to the part of the stem post which scarphs on to the keel plates.

The boiler room bulkhead was much worn at the upper part, & all the thin plates have now been renewed. The framing in the upper part of the bunker, & beyond to the division bulkhead of the main hold, were also somewhat worn, & in way of this, the frames which were not fitted with reverse frames have had reverse frames fitted to them as compensation.

The water ballast tanks have been examined, & have been tested as required by the rules, & are in satisfactory condition. Cement repaired.

The ceiling has been relaid, renewed where necessary, & the vessel cleaned & recoated. all scale or rust being first chipped or beaten off.

Geo. N. Cooper
M^{rs} B. Dacey