

REPORT of SURVEY for REPAIRS, &c.

No. 49483
Date of Writing Report May 15th 1889 Port of London
Survey held at London
Glenavon
Date, First Survey April 13th 1889 Last Survey May 15th 1889
No. of Visits 2 Master Jacobus
By whom Don & Glas P.B. Co. When 1881-2
Port belonging to Glasgow
TONNAGE:—
NET 1936 Built at Glasgow
GROSS 2985 Owners The Gregor & Co
UNDER DEK 2696 Owner's Address
(if not already recorded in Appendix to Register Book.)
If Surveyed Afloat or in Dry Dock Dry Name of Dock Millwall Destined Voyage China
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.)
Classed 100A1
S. S. No. 1-85
Years assigned, if a Wood Ship. 6 ft. 0 ins.
Character in Register Book. 11-88
in Summer 6 ft. 0 ins.
in Winter 11-88 ft. ins.

Last Survey, No. 48948 Port London
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) as painted on Ship
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 Repairs and
Special Survey No 2. but Machinery complete

Repairs in consequence of collision with s.s. Albano off Gravesend on the 31st April
The vessel placed in dry dock, the bottom examined, cleaned & coated, 3 Bulwark plates renewed on the port side amidships also
of Teak rail & 3 bulwark stanchions, the upper deck stringer plate renewed & the water angles renewed. The upper deck margin plank & 6 strakes of deck planking renewed. The main deck stringer plate faired in place & the damaged part cut off and a plate lug inserted between the frames rivetted to it. The angle iron securing frame to stringer renewed. One main deck and one upper deck beam repaired by fitting bulb iron knee to same and one frame and one reverse to ditto renewed from bilge upwards
Two outside plates of the sheer stake and doubling plate renewed, one plate in the second stake below sheer - no plates in first stake below sheer - no plates in over

PRESENT CONDITION OF THE		Good		Good		Good	
Decks	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good	
Waterways	Treenails or Rivets	Good	Rudder	Good	Masts, Yards, &c.	3 from exam	
Comings	Breasthooks and Stemson	Good	Windlass & Capstan	Good	Condition, how ascertained	found good	
Up'r Dk. Beams & Fastenings	Transoms, Pointers, & Crutches	Good	Pumps	Good	Sails	Good	
Low'r Dk. Beams & Fastenings	Timbers of Frame at the opening	Good	Cement (If Iron Ship)	Good	Anchors No. of	33, 15, 20	
Plank sheers	Ditto ditto at other places	Good	Caulking of Bot'm, D'k, & Watrways	Good	Cables	Good	
Sheerstrakes	Keelsons	Good	Copper, or Y.M. (State if on Fell.)	Good	Hawsers & Warps	Good	
Topsides	Clamps & Shelves	Good	When put on	Good	Standing & Running Rigging	Good	
Wales		Good		Good	Hatches	Good	
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Good	Scupperns	Good	Cargo & Main Hatchways	Good	

General Observations, Opinion as to Class, Recommendation, &c. :
This vessel now appears to be in a sound & efficient condition eligible in my opinion to remain as classed & to have the Special Survey No 2 recorded.

Entry Fee (if chargeable) per Scale I., Sec. 27... £
Office Fee (if chargeable) per Scale II., Sec. 27... £
Survey Fee (per Section 28) £
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) £
Committee's Minute
Character assigned
Fees applied for, £ 5 1889
Received by me, 2/5 1889
Surveyor to Lloyd's Register of British & Foreign Shipping.
FRIDAY 29 NOV 1889
100A1
SS No 2-89
+ Lmb 5/89
Deferred for completion of Machinery Survey

in the 2nd stake, one in the 3rd stake, one in the 4th below sheer removed and replaced by new. The moulding on top edge of sheer stake renewed. Cement between frames of main deck & in upper deck waterway renewed. The pin rail refitted, the port main shroud stays, 3 back stays, with sheer poles, 2 top gallant braces & port top gallant backstay and renewed with the standing rigging. The shade deck repaired & angle iron beams renewed, on the port side. The bulwark gangway door repaired, one life Boat 28'6" x 8'10" x 3'7" and one Quarter Boat 24'0" x 7'0" x 2'8" renewed with all ^{removed} blocks, skids &c. The poop rails on port side repaired, also awning stanchions, steering gear, bracket &c. The fore end of poop side repaired, with plate strap, also poop ladder mouldings on front of poop &c. The port mizzen chain plates renewed together with the mizzen standing wire rigging. The margin plank renewed on port side of poop. The Boat davits repaired & refitted. The cabin fittings on port side of poop repaired & replaced when disturbed. & sundry other minor repairs.

Special Survey No 2

The vessel examined in dry dock, the bottom coated &c. all the loose hatches in the ceiling removed and cement frames, floors, & ceiling. ~~was~~ examined all fore and aft. The coal bunkers examined and the water Ballast tanks cleared & examined inside & tested with an head of water to light water line. The peaks examined. Cleared & painted, The decks ^{repaired} examined, The chain cables ranged & inspected. The Special Survey No 2 fully complied with in every respect.

Edward Pro Turner