

REPORT of SURVEY for REPAIRS, &c.

49496
Received in London Office, SAT 18 MAY 1889
Date of Writing Report 188 Port of London
Survey held at London Date, First Survey 14th May Last Survey 14th May 1889
on the Iron Screw Steamer "Cardiganshire" (No. of Visits)
Master
TONNAGE:— NET 1623 Built at Newcastle. By whom Swan & Hunter When 1883 5th
GROSS 2486 Owners Jenkins & Co Port belonging to London.
UNDER DK. 2319 Owner's Address
(if not already recorded in Appendix to Register Book.)
If Surveyed Afloat or in Dry Dock Afloat Name of Dock Royal Albert Dock Destined Voyage Hamburg & Antwerp.
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 S.L. Ant. No 1-87. 100A.1.
Last Survey, No. 1586 Port Ant 12, 88.
(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.
Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter ft. ins.
of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage.

This vessel sustained damage recently by collision on the port side of the poop viz: two plates of the upper strake & one plate of the lower strake of the poop plating broken & bent. Six frames broken & bent & three beams bent. Two side lights out. A length of teak covering board on poop broken. Two 6" warps broken & since spliced & some other minor parts damaged.

Found that a temporary repair had been effected by working five vertical logs or timbers on the inside & four planks on the outside - secured by nut & screw bolts. Recommended that the temporary repair be removed. The after broken plate of upper strake of poop plating & part of the fore broken plate to be removed. Two new plates to be worked in this space. One plate of the lower strake of poop plating to be renewed. One frame to be faired & doubled from main deck to poop deck (about 7ft.). One frame to be cut 1'-4" above main deck & to be renewed thence to the poop deck. Three frames to be cut from 2ft. to 3ft. above main deck & to be renewed thence the poop deck & to be doubled between these two decks. One frame to be faired & repaired

CONDITION OF THE		Plank (Bottom) & Counter	Ceiling	Boats
Dk. Beams & Fastenings w'r Dk. Beams & Fastenings Planksheers Sheerstrakes Topsides Wales Engine Room Skylights Coal Bunker, Openings, Lids, &c. Scuppers Cargo & Main Hatchways Hatches		Treenails or Rivets	Rudder	Masts, Yards, &c.
		Breasthooks and Stemson	Windlass & Capstan	Condition, how ascertained
		Transoms, Pointers, & Crutches	Pumps	Sails
		Timbers of Frame at the opening	Cement (if Iron Ship)	Anchors No. of
		Ditto ditto at other places	Caulking of Bot'm, D'k, & Watrways	Cables
		Keelsons	Copper, or Y.M. (State if on Felt.)	Hawsers & Warps
		Clamps & Shelves	When put on	Standing & Running Rigging

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

This vessel appears to be eligible to remain as classed, subject to the permanent repair to the poop being effected in a short period from the present, as stated.

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

Committee's Minute

TUES 21 MAY 1889

FRIDAY 17 JAN 1890

Character assigned Defered.
for repair

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

49496. Jan.

by a boom angle view. Three beams to be faired. Two side lights, part of covering board to poop & two warps to be renewed. Part of poop deck to be recaulked in way of damage.

The vessel has started for Amsterdam, Hamburg & Antwerp & is expected again in London in about a fortnight - when the permanent repair to the poop is intended to be done.

J. H. Truscott.