

REPORT of SURVEY for REPAIRS, &c.

49548

MON 17 JUNE 1889

No. in Reg. Book. *344* Date of Writing Report *June 15th 1889* Port of *London* Received in London Office, *MON 17 JUNE 1889*

Survey held at *London* Date, First Survey *April 18th* Last Survey *June 13th 1889* (No. of Visits *14*) Master *W. Bird*

on the *Iron Sailing Ship: "MARLBOROUGH"* TONNAGE:— NET *1134* Built at *Port Glasgow* By whom *R. Duncan & Co.* When *1876-* 6

GROSS *1191* Owners *W. J. Leslie* Port belonging to *Glasgow*

UNDER DK. *1044* Owner's Address (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *Both* Name of Dock *Green's Crar. St.* 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.) Years assigned, if a Wood Ship. Character in Register Book. *100 A1* *6.88*

Last Survey, No. *48513* Port *London* Classified *S.S. Lon. No. 3-83*

(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 (if assigned) as painted on Ship in Winter *-* ft. *-* ins. of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *the completion of the Special Survey No. 3.*

(See London Rept. No. *48513*)

The Refrigerating chamber, forward, was opened out: About 4 feet of the insulation, ceiling and lining on each side of the centre keelson and at the Bilges on each side all fore and aft, also three lengths about 10'0" x 4'6" at sides between the Bilges and lower deck beams and one length (on each side) in between decks were removed for the purpose of exposing the framing & plating, cement &c. all of which were found in good order, cleaned and re-coated as required. The upper portion of the Forecastle was completely stripped, cleaned & painted; the Fore Deck cleared out, scaled and re-coated.

The chain cables: 370 fathoms of 1 1/8" were ranged and found complete and in good order; the chain lockers were also examined, cleaned & painted and the cables replaced.

PRESENT CONDITION OF THE	Good	Fair	Good	Good	Good	In addition
Decks	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats
Waterways	-	Fastenings Rivets	-	Rudder	-	Masts, Yards, &c.
Comings	-	Breasthooks and Stowmen	-	Windlass & Capstan	-	Condition, how ascertained
Up'r Dk. Beams & Fastenings	-	Transoms, Reinforcers , & Crutches	-	Pumps	-	Sails
Low'r Dk. Beams & Fastenings	-	Framework of Frame at the opening	-	Cement (if Iron Ship)	-	Anchors No. of <i>3 B.; 10' & 2 K.</i>
Planksheers	-	ditto at other places	-	Caulking of Bot'm, D'k, & Watrways	-	Cables
Sheerstrakes	-	Keelsons	-	Scupper	-	Hawsers & Warps
Topsides	-	Clamps & Shelves	-	When put on	-	Standing & Running Rigging
Wales	-		-		-	Hatches
Engine Room Skylights	-		-	Scuppers	-	
	-		-	Cargo & Main Hatchways	-	

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now in good and efficient condition. The whole of the requirements of the Special Survey No. 3 having been fully complied with, we would respectfully submit that she is eligible to remain as classed, viz: 100 A1, and to have the notation (S.S. Lon. No. 3-) recorded in the Register Book.*

Entry Fee (if chargeable) per Scale I., Sec. 27... £ *4* Office Fee (if chargeable) per Scale II., Sec. 27... £ *4* Survey Fee (per Section 28) £ *4* Special on Damage, Fee (if any) per Sec. 28... £ *4* *Certificate (if required) to be sent as per margin £ *4* Travelling Expenses (if chargeable) £ *4* Second Surveyor's Fee (if any) £ *4*

Committee's Minute *FRIDAY 21 JUNE 1889* Character assigned *100 A1* Fees applied for, *20.6.1889* Received by me, *Henri Wilkin* Surveyor to Lloyd's Register of British & Foreign Shipping.

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to the foregoing which complete the requirements of the Special Survey No. 3, the vessel was also placed in Mr. Green & Co's Graving Dock, Blackwall, when the bottom which was found in good and sound condition was cleaned and painted. The Rudder was lifted; the Rudder pinthes re-bushed; the pumps, Sluices, Steering gear &c. thoroughly overhauled and repaired where required and the vessel, generally, put in a good & efficient working condition.

Henri Wilkinson

Will. C. Savory 14.6.89

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