

REPORT of SURVEY for REPAIRS, &c.

No. *574* Date of Writing Report *188* Port of *London* Received in London Office, *TUES 2 JULY 1889*
 No. in Reg. Book. *574* Survey held at *London* Date, First Survey *15 June* Last Survey *24 June* 18*89*.
 (No. of Visits)

574 on the *S.S. Maseppa* Master *Palmer C*
 TONNAGE:— NET *776* Built at *Newcastle* By whom *Palmer C* When *1872*
 GROSS *1222* Owners *J. Fenwick & Co* Port belonging to *London*
 UNDER DK. *1043* Owner's Address
 If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Lincolns* Destined Voyage
 Length of Poop *11* ft.: of Forecastle *11* ft.: of Raised Qr. Deck *11* ft.: Moulded Depth *11* ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *22228* Port *Shore* S.S. No. *3-3.85* *100 A 1*
 (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 *2* ft. *11* ins.
 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. *L.M.C. 3-85* in Winter *3* ft. *1* ins.
+ N.B. 85.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *S.S. No 1*
 This vessel has now been placed in dry dock & prepared for survey by the removal of ceiling considerably in excess of the rules. The bunkers were all cleared out, & opened up as required. Chain cables ranged & found complete. Masts, spars, & equipment generally examined & overhauled.

The water ballast tanks, being tested, were found to be not tight, & defective principally under the hatchways. From these tanks all defective rivets have been taken out & renewed, & in the after tank, a new plate in the centre portion of the tank top has been fitted.

The scarping portion of the main-deck stringer into the bunkers, which was much wasted, has now been, on each side, renewed, & the lugs to which it was attached have been increased in length to cover & compensate the wasted portion of the adjacent frames. Part of the angle iron around coaling hatch has been renewed, & the boiler room bulkhead repaired. The hold beams at after part were very much

PRESENT CONDITION OF THE			
Decks	<i>gnd</i>	Bottom (Bottom) & Counter	<i>gnd</i>
Waterways	<i>4</i>	Transverse Rivets	<i>4</i>
Comings	<i>4</i>	Breasthooks and Stemson	<i>4</i>
Up'r Dk. Beams & Fastenings	<i>4</i>	Transoms, Pointers, & Crutches	<i>4</i>
Low'r Dk. Beams & Fastenings	<i>4</i>	Transverse Frame at the opening	<i>4</i>
Planksheers	<i>4</i>	Ditto ditto at other places	<i>4</i>
Sheerstrakes	<i>4</i>	Keelsons	<i>4</i>
Topsides	<i>4</i>	Clamps & Shelves	<i>4</i>
Wales	<i>4</i>	Ceiling	<i>gnd</i>
Engine Room Skylights	<i>gnd</i>	Rudder	<i>4</i>
Coal Bunker, Openings, Lids, &c.	<i>gnd</i>	Windlass & Capstan	<i>4</i>
General Observations, Opinion as to Class, Recommendation, &c.:		Pumps	<i>4</i>
		Cement (if Iron Ship)	<i>4</i>
		Caulking of Bot'm, D'k, & Wat'rways	<i>4</i>
		Copper, or Y.M.	<i>4</i>
		(State if on felt.)	<i>4</i>
		When put on	<i>4</i>
		Boats	<i>gnd</i>
		Masts, Yards, &c.	<i>gnd</i>
		Condition, how ascertained	<i>inspected</i>
		Sails	<i>complete</i>
		Anchors No. of	<i>3 B. 15. 24.</i>
		Cables	<i>ranged complete</i>
		Hawsers & Warps	<i>gnd</i>
		Standing & Running Rigging	<i>4</i>
		Hatches	<i>4</i>

This vessel is in *gnd* condition eligible in my opinion to remain as classed & to be marked *S.S. No. 1-89* with word of survey *6.89*

Entry Fee (if chargeable) per Scale I., Sec. 27... £ *4 10 0*
 Office Fee (if chargeable) per Scale II., Sec. 27... £ *6 14 0*
 Survey Fee (per Section 28) £ *10 6 0*
 Special on Damage, Fee (if any) (per Sec. 28) £ *10 6 0*
 *Certificate (if required) to be sent as per margin £ *10 6 0*
 Travelling Expenses (if chargeable) £ *10 6 0*
 Surveyor's Fee (if any) *not to be charged*
 Committee's Minute *FRI 5 JULY 1889*
 Character assigned *100 A 1*
 S.S. No. *1-89*
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 Lloyd's Register Foundation
 LON 686 - 0284

H9628. Jan.

Set down, & in bad order. Three of these kams have been taken out, one renewed, & the others straightened, & all refitted with new angle bars - new angle bars have also been fitted to another kam. Thirteen beams have been fitted with side plates.

A few defective rivets in shell renewed - Rudders repaired, & the bottom of the vessel cleaned & recoated.

The hulls washed, & are now in good condition.

Decks repaired, several planks renewed, & the deck recaulked.

Alfred Cooper