

# REPORT of SURVEY for REPAIRS, &c.

No. *782* Date of Writing Report *1885* Port of *London*  
 No. in Reg. Book. *782* Survey held at *London* Date, First Survey *29<sup>th</sup> May* Last Survey *26<sup>th</sup> July 1884*  
 on the *S.S. "Mirror" (steel)* Master *G. Pattison*

TONNAGE:—  
 NET *790* Built at *Alayn* By whom *R. Napier & Co.* When *1885* / *12*  
 GROSS *1545* Owners *Eastern Tel. Co. (Lim)* Port belonging to *London*  
 UNDER DK. *1024* Owner's Address  
 If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Fletcher* Destined Voyage  
 Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins.  
 Last Survey, No. *782* Port *London*  
 (State clearly the cause of Repairs if any, add, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship ) in Summer *6 ft. 2 1/2 ins.* in Winter *6 ft. 6 ins.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *S.S. No 1*  
 This vessel has now been placed in dry dock & in connection with some alterations as detailed below has been prepared for survey. Ceiling being removed, in pursuance of that required by rule; the floor framework & riveting thus exposed were found to be in good condition, & the cement in flat of bottom satisfactory.

The alterations now done have consisted in the construction of a new cable tank in the fore hold & the enlargement of the cable tank in the after hold. In connection with the construction of the former, it became necessary to cut the iron foremast at a line with the main deck, & to step it thereon. For this purpose a strong iron beam has been fitted immediately under the heel of the mast, at the main deck line, on which the mast is stepped with a strong angle iron run. The iron girder beam is connected to the side of the vessel by a web frame knee, which is a continuation of one of its sides.

On the completion of these alterations the water ballast tanks, **PRESENT CONDITION OF THE**  
 Decks *good* Planks (Bottom) & Counter *good* Ceiling *good* Boats *Complete & good*  
 Waterways *"* ~~Twonells~~ or Rivets *"* Rudder *"* Masts, Yards, &c. *"*  
 Comings *"* Breasthooks and Stemson *"* Windlass & Capstan *"* Condition, how ascertained *inspected*  
 Up'r Dk. Beams & Fastenings *"* Transoms, Pointers, & Crutches *"* Pumps *"* Sails *good*  
 Low'r Dk. Beams & Fastenings *"* ~~Timbers of Frame at the opening~~ *"* Cement (if Iron Ship) *"* Anchors No. of *213* *15, 212*  
 Planksheers *Rating* *good* ~~Ditto ditto at other places~~ *"* Caulking of Bot'm, D'k, & Watrways *"* Cables *240 fathoms short*  
 Sheerstrakes *Rating* *good* Keelsons *"* ~~Copper or V.M.~~ *"* Hawseers & Warps *good*  
 Topsides *"* Clamps & Shelves *"* ~~(State if on Pett.)~~ *"* Standing & Running Rigging *"*  
 Wales *"* Scuppers *good* Cargo & Main Hatchways *good* Hatches *"*  
 Engine Room Skylights *good* Coal Bunker, Openings, Lids, &c. *good*

General Observations, Opinion as to Class, Recommendation, &c.:  
 This vessel has been surveyed in accordance with the Rules, is in good condition; & when the equipment, as yards, anchors & chain cables, is reported as complete, is eligible to have the record S.S. Lon. No. 1-89, with date of last survey 7.89

Entry Fee (if chargeable) per Scale I., Sec. 27... £ : :  
 Office Fee (if chargeable) per Scale II., Sec. 27... £ : :  
 Survey Fee (per Section 28) £ *4* : *10* : *9* Fees applied for, *12/6* 1889  
 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 *Deferred*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.  
 FRI 23 AUG 89  
 100A Lloyd's Register Foundation



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on which the cable tanks partially used were tested as required by the rules & are satisfactory. The vessel being cleaned & recreated the outfit was relaid as before.

The equipment has been overhauled - chain cables ranged - & with the exception stated below, is all in good order. The decks have been recaulked.

On the outside of the vessel at the landing edges of the bow plating some half round iron has been riveted to take the chafe from the cables & thus protect the plating itself.

On inspection of the equipment, two lengths - or 30 fathoms - of chain cable & one brass anchor were wanting. These have been supplied but I have had no opportunity of seeing them nor have the test notes been supplied for examination.

W. J. L. J. J.