

REPORT of SURVEY for REPAIRS, &c.

No.

Date of Writing Report Sept. 7th 1889 Port of London

Received in London Office, TUE 10 SEP 89

No. in Reg. Book.

Survey held at London

Date, First Survey May 31st 1889 Last Survey Sept. 7th 1889

508 on the Iron Sailing Ship: "BLENHEIM"

(No. of Visits)

Master

Colville

YEAR. MONTH.

TONNAGE:-

NET 1077

Built at Glasgow

By whom

A. Stephen & Sons

When

1877

GROSS 1136

Owners M^r J. Leslie

Port belonging to

Glasgow

UNDER DK. 984

Owner's Address

(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Both

Name of Dock

Canal Dry Dock

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.

Last Survey, No. 1889

Port

SS

Classed

S.S. Lon. No. 2-85

100 A1

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard 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.)

in Summer

ft. ins.

in Winter

ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR The Special Survey No. 3.

This vessel was examined whilst lying afloat in the East India Dock and subsequently whilst dry, in blocks, in the Canal Graving Dock.

The whole of the hull, and the permanent ceiling were removed for the examination of the cement which, with a few exceptions where it had to be cut out & renewed, was found sound & firmly adhering to the several surfaces. All oxidation was removed from the frames, floors, reversed plates &c. by beating & chipping; the Sides of Hold, Stringers, Beams, Iron H^{rs}, Fore Peak, Chain Lockers &c. were found in good & sound condition; the vessel, internally, was painted from stem to stern, the floors &c. being cement washed, and entirely new ceiling was fitted in lieu of the original ceiling which was found defective.

The Decks, masts, spars, standing & running rigging, windlass, steering gear, pumps &c. were examined, renewed and repaired as required.

PRESENT CONDITION OF THE	Good	Fair	Good	Good	Good	Good
Decks			Plank (Bottom) & Counter		Ceiling	
Waterways	Good		Transverse Rivets	Good	Rudder	Good
Comings	Good		Breasthooks and Stem	Good	Windlass & Capstan	Good
Up'r Dk. Beams & Fastenings	Good		Transoms, Portals, & Crutches	Good	Pumps	Good
Low'r Dk. Beams & Fastenings	Good		Finishing of Frame at the opening	Good	Cement (if Iron Ship)	Good
Planksheers	Good		ditto at other places	Good	Caulking of Bot'm, D'k, & Watrways	Good
Sheerstrakes	Good		Keelsons	Good	Copperwork	Good
Topsides	Good		Clamps & Shelves	Good	When painted	Good
Wales	Good					
Engine Room Skylights	Good		Coal Bunkers, Sparrows, Lids, &c.	Good	Scuppers	Good
					Cargo & Main Hatchways	Good
					Hatches	Good

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now in good and efficient condition and the whole of the Committee's requirements for the Special Survey No. 3 having been fully complied with, we would respectfully submit that she is eligible to remain as classed & to have the notation: "S.S. Lon. No. 3-9-89 100 A1 9-89" recorded in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	4	0	
Office Fee (if chargeable) per Scale II., Sec. 27...	£	7	0	
Survey Fee (per Section 28) ...	£	10	6	
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) ...	£			

Fees applied for,

12/9 1889

Received by me,

1/12 1889

Henri Wilkinson

Edward A. Prosser

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

Committee's Minute

Character assigned

FRI 13 SEP 89

100 A1

SS No 3-9/89



Lloyd's Register Foundation

49845 Lon

the chain cables, viz: 370 faths. of $1\frac{13}{16}$ were reaped out and found complete & in good order, all pins being removed from shackles; the Anchors, Ropes and remainder of outfit were also examined and found in good condition and all Sails were overhauled, repaired and removed as required.

Externally, the vessel was found in very good order with the exception of two plates on Starboard Side on a line with the after end of the Forecastle and in the 3^d & 4th Strokes below the main Sheer. These plates which were found badly indented have since been partly disconnected, pried and straightened in place.

The Rudder was lifted and the Rudder pinches re-bushed; the Sheel plating for a considerable length at each end between the lights and the load water-line was scaled as required; the vessel was re-coated from keel to gunwale and was otherwise throughout put in a thoroughly sound & efficient condition.

Henri Wilkinson

7.9.89