

REPORT of SURVEY for REPAIRS, &c.

No. *702* Date of Writing Report *October 10th 1889* Port of *London*
 No. in Survey held at *London* Date, First Survey *Aug. 7th* Last Survey *Oct. 3rd 1889*
 Reg. Book. *702* on the *Composite Ship: "SOBRON"* (No. of Vists *12*) Master *J. Elmslie*

TONNAGE:— Built at *Aberdeen* By whom *Hall* When *1866* MONTH *4*
 NET *3131* Owners *Imp. Devitt & Moore* Port belonging to *London*
 GROSS *3131* Owners' Address *(if not already recorded in Appendix to Register Book.)*
 UNDER DK. *2089* If Surveyed Afloat or in Dry Dock *Both* Name of Dock *Green's Dry Dock* Destined Voyage *Adelaide*

Length of Peop *✓* 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. *324* Port *Incl.* F.Y.M. *9.81* C.F. *Roof* *1.1.81* Cont. *Lon.* *Dec. 83* *11* *2.89*
 N.D. *84* *1.1.81* *11* *2.89*

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) as painted on Ship } in Summer *ft. 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. } in Winter *ft. ins.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Half Time and Special Survey.*

The vessel was placed in Dry Dock; the metal stripped off; filling in pieces aft and over a stern removed for examination of timbers; outside planking scraped bright and vessel re-caulked, tarred, felted & re-metalled as before.

Internally: In addition to the requirements of the Rules with regard to the same, the whole of the lower ceiling in the flat of the bottom was removed for the examination of the cement which was found in good condition & firmly adhering to the surfaces.

Three days, viz: one at each end and one amidships were cut out for the purpose of getting at the keel plates & bolts, all of which were found sound and in good order. Several listings on each side and at the ends of the vessel, also a quantity of lining in Green Dks. were also removed to ascertain the condition of the timbers & framing which were found good, and the

PRESENT CONDITION OF THE	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Decks	Good	Plank	Good	Ceiling	Good	Boats	Good
Waterways	Good	Treenails or Rivets	Good	Rudder	Good	Masts, Yards, &c.	Good
Comings	Good	Breasthooks & Stemson	Good	Windlass & Capstan	Good	Condition, how ascertained	Good
Up'r Dk. Beams & Fastenings	Good	Transoms, Pointers, & Crutches	Good	Pumps	Good	Sails	Good
Low'r Dk. Beams & Fastenings	Good	Timbers of Frame at the openings	Good	Cement (if Iron Ship)	Good	Anchors No. of	3 B.; 1 S.; 2 H.
Planksheers	Good	Ditto ditto at other places	Good	Caulking of Bot'm, D'k, & Watrways	Good	Cables	Complete & Good
Sheerstrakes	Good	Keelsons	Good	Copper, or Y.M. (State if on Felt.)	Good	Hawsers & Warps	Good
Topsides	Good	Clamps & Shelves	Good	When put on	8.89	Standing & Running Rigging	Good
Wales	Good		Good			Hatches	Good
Engine Room Skylights	Good	Coal Bunkers, Openings, Lids, &c.	Good	Scuppers	Good	Cargo & Main Hatchways	Good

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now in good and efficient condition and the whole of the Rule requirements for the Special Survey now due having been duly complied with, we would respectfully submit that she is eligible to remain as classed and to have the notation: "S.S. Lon. 89"

Entry Fee (if chargeable) per Scale I., Sec. 27... £ *6 0 0*
 Office Fee (if chargeable) per Scale II., Sec. 27... £ *1 1 0*
 Survey Fee (per Section 28) £ *5 10 0*
 Special on Damage, Fee (if any) (per Sec. 28) ... £ *10 0 0*
 Charged on Demurrage *10 0 0*
 Certificate (if required) to be sent as per margin
 Travelling Expenses (if chargeable) £ *10 0 0*
 Second Surveyor's Fee (if any) £ *10 0 0*

Committee's Minute *TUES 15 OCT 1889*
 Character assigned *Cont 11 A 1*
 Surveyor to Lloyd's Register of British & Foreign Shipping.
Henry Wilton
G. Stanbury
 Received by me, *15.10.1889*

Form No. 2 for Repairs—1889—Transfer Ink—T. & S.
 The Surveyors are requested not to write on or below the space for Committee's Minute.

HULL CERTIFICATE
 WRITTEN

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 10 Old Street, Goswell Road, London.

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 Lloyd's Register
 Foundation

the sides wherever exposed were scraped & painted.

A number of metal and iron bolts in the top-sides were backed out for examination, found good, but replaced by others, all of metal & of larger size.

The Windlasses were stripped for examination, overhauled & repaired as required; the chain called; 370 faths. of $2\frac{1}{16}$ napped and found good except two lengths which were renewed as per certificate attached herewith.

The Decks, Pumps, Masts, Spars, Running & Standing Rigging were also thoroughly overhauled, the Fore & Royal Yards being renewed.

In addition to the foregoing, the caulking of the seams and Butts in Top-sides which were found started, in consequence, as alleged, of the vessel experiencing great stress of weather whilst on a voyage from London to Melbourne Dec. 1888, has been thoroughly overhauled and made good, and the vessel throughout has been placed in a good and efficient condition.

Henri Wilkenson

G. Stanbury