

REPORT of SURVEY for REPAIRS, &c.

MON 21 OCT 1889

No. *311* Date of Writing Report *18 Oct* 18 *89* Port of *London*
 No. in Reg. Book. *311* Survey held at *London* Date, First Survey *12 Sept* Last Survey *15th Oct* 18 *89*
 (No. of Visits)

TONNAGE:—

NET *540*

GROSS *841*

UNDER DK. *694*

Built at *Aberdeen*

By whom *Hall Russell*

When *1876*

MONTH.

Owners *General Steam Nav^y Co*

Port belonging to *London*

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

Surveyed Afloat *in* Dry Dock

Name of Dock *Gen Steam Dock* Destined Voyage

Length of Poop

ft. : of Forecastle

ft. : of Raised Or. Deck

ft. : Moulded Depth

ft. ins.

Years assigned, if a Wood Ship.

Character in Register Book.

Classed

100 A1, 6, 85

Last Survey, No. *4574* Port *London*

S.S. Lon No 2-85

Smc, 6, 85

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Special Survey No 3

Vessel placed in dry dock, and prepared for Survey by the removal of the whole close & open ceiling in the holds, tween decks & tank tops, & forecabin, all oxidation removed; Tanks examined Cement found well adhering to the iron, a number of rivets connecting the girders to the floors renewed & tanks tested satisfactorily. Main boiler removed, Nelson top plate renewed, three floors doubled, & rider plates riveted on top of frames, bunker plates repaired, Cement under engines & boilers tested & found good: bunkers cleared, ceiling lifted, sealed & recoated. Mast & Spar examined in accordance with the rules & circulars, main fore mast & boom renewed. Cables ranged 240 fms, good. Decks tested, about 150 feet poop deck renewed. & all decking on bridge deck lifted for boiler renewed.

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

General Observations, Opinion as to Class, Recommendation, &c. : *The rules having been complied with & the vessel being in a sound & efficient condition, she is eligible in our opinion to remain as Classed & to have recorded S.S. Lon No 3-10, 89 & new date 10, 89*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 3	
Office Fee (if chargeable) per Scale II., Sec. 27...	£	
Survey Fee (per Section 28)	£ 7	
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)	£ 10	

Fees applied for,

20.10.18 9

Received by me,

19/11 18 89

Mr. L. Gray & G. Stanbury
 Surveyors to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

Smc 10/89

FRIDAY 1 NOV 1889

100 A1

SS No 3-10/89

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



49965 200

Bottom outside in good condition

Both Surfaces of plating were found in good condition
consequently it was not found necessary to drill the plate.
Nearly the whole of the ceiling renewed.

W. L. Gray
G. E. Etonbury

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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