

REPORT of SURVEY for REPAIRS, &c.

No. 188 Port of London Date of Writing Report 1889  
No. in Reg. Book. Survey held at London Date, First Survey 14 Dec 88 Last Survey 14 Jan 1889  
on the S.S. "Benarty" Master Le Bonfillier  
TONNAGE:— Built at Glasgow By whom Barclay Curle & Co. When 1876 10  
NET 1119 Owners H. Thomson & Co. Port belonging to Leith  
GROSS 1724  
UNDER DK. 1707 Owner's Address  
If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Poplar Destined Voyage Hogs  
Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.  
Classed 100 A1  
Last Survey, No. 8943 Port Glasgow. S.S. No. 2-85 10.84  
(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Presboard 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 S.S. No. 3. (Part)

This vessel has now been placed in dry dock, & prepared for survey as required by the rules. viz. All the close ceiling has been removed from the vessel, & the iron surfaces beaten & chipped, or scaled, clear of all rust. The cement in the flat of the bottom has been examined and tested, & wherever found defective, has been made good. The chain cables have been ranged, & the equipment generally overhauled, & put into good condition. Masts & spars examined & certified.

The vessel has been placed in dry dock cleaned and recoated. Inside, after the iron surfaces were elevated, the ceiling was relaid as before, the greater portion thereof being renewed.

The deck was bored to ascertain thickness, & except in a very small portion in way of boiler hatch, which has been drilled, was found to be satisfactory.

The survey of the engine and boiler space has only now been completed with the view of determining its final survey under

PRESENT CONDITION OF THE		Boats	
Decks	grd	Frame (Bottom) & Counter	grd
Waterways	"	Keelsons or Rivets	"
Comings	"	Breasthooks and Stemson	"
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the opening	"
Planksheers	"	Planks at other places	"
Sheerstrakes	"	Keelsons	grd
Topsides	"	Stanchions	"
Wales	"	Scupperns	grd
Engine Room Skylights	grd	Coal Bunker, Openings, Lids, &c.	grd
General Observations, Opinion as to Class, Recommendation, &c.:			

This vessel is in good condition & is eligible, in our opinion, to remain as classed.

When the remainder of the requirements for S.S. No. 3 shall have been carried out she will also be eligible to be thus marked in the Reg. Book

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 4
Office Fee (if chargeable) per Scale II., Sec. 27...	£
Survey Fee (per Section 28) .....	£ 6 6
Special on Damage, Fee (if any) (per Sec. 28) .....	£
*Certificate (if required) to be sent as per margin	£ 5
Travelling Expenses (if chargeable) .....	£
Second Surveyor's Fee (if any) .....	£

Fees applied for, 24/1 1889  
Received by me, 7/2 1889

Per T. Cooper  
W. L. Cooper  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute FRIDAY 25 JAN 1889  
Character assigned Deferred -  
Date 1/89

FRIDAY 4 OCT 1889

FRIDAY 14 FEB 1890

FRIDAY 21 FEB 1890



50000 £

this rule until 12 months hence, when the owners intend to make some alterations in the boilers & machinery, which will entail a re-arrangement of the present plans. In this condition, the engine & boiler hatch covers, bunkers &c, have been repaired and put into suitable ~~condition~~. The owners have made application to the Committee & their request has been granted - as per letter attached.

The part of the S.S. No. 3. which now remains to be done is this survey and permanent repair in the engine and boiler space, together with that of the main deck in way thereof.

Geo. T. Cooper  
Wm. E. Darcy

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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