

REPORT of SURVEY for REPAIRS, &c.

No. *50019* Date of Writing Report *Oct. 26th* 18*89* Port of *London*
 No. in Reg. Book. *136* Survey held at *Silbury* Date, First Survey *Oct. 7th* Last Survey *Oct. 22^d* 18*89*
 on the *Iron Screw Steamer: "FERNDALE"* Master *W. H. Lambert*

TONNAGE:— NET *587* GROSS *914* UNDER DE. *763*
 Built at *Sunderland* By whom *Jas. Laid* When *1877*
 Owners *M^r S. H. Laid* Port belonging to *Sunderland*

Owners' Address *(if not already recorded in Appendix to Register Book.)*
 If Surveyed Afloat or in Dry Dock *Both* Name of Dock *Silbury Dry Dock* Destined Voyage *The Lynx*
 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.)

Last Survey, No. *1482* Port *Sld* *N.B. 88 L.N.C. 4.88* *S.S. Sld. No. 3. 4. 88* *11-88*
 Classed *90 A1*

(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) 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.) as painted on Ship in Winter *✓* ft. *ins.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage Repairs.*

This vessel which is reported to have been ran into whilst moving at the Buys, off Gravesend Oct. 6th 1889, was subsequently placed in the Silbury Dry Dock when the following repairs were executed, the damage being on port side and almost exactly in a line with the middle of the after Hatchway:

Four shell plates, one Quarter Deck Stringer plate and one lower Hold Stringer plate cut out and renewed; one bulwark plate also cut out and renewed; one shell plate removed, straightened and put back - 3 framed and 3 unframed cut down from gunwale to bilge, part renewed and connected with bolson pieces - two Hold Stringer bracket knees renewed and two interspersed bars at well along length of gunwale angle iron also renewed; one length of bulwark rail renewed and the steel wire rope (3 1/2") to tiller also renewed. one deck plate (6'0" x 2'10") extending from

PRESENT CONDITION OF THE	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>
Waterways	<i>Good</i>	Treenails or Rivets	<i>Good</i>	Rudder	<i>Good</i>
Comings	<i>Good</i>	Breasthooks & Stemson	<i>Good</i>	Windlass to Capstan	<i>Good</i>
Up'r Dk. Beams & Fastenings	<i>Good</i>	Transoms, Pointers, & Crutches	<i>Good</i>	Pumps	<i>Good</i>
Low'r Dk. Beams & Fastenings	<i>Good</i>	Timbers of Frame at the openings	<i>Good</i>	Cement (if Iron Ship)	<i>Not Seen</i>
Planksheers	<i>Good</i>	Ditto ditto at other places	<i>Good</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>Good</i>
Sheerstrakes	<i>Plating</i>	Keelsons	<i>Good</i>	Copper or P.M.	<i>Good</i>
Topsides	<i>Good</i>	Clamps & Shelves	<i>Good</i>	(When put on)	<i>Good</i>
Wales	<i>Good</i>	Coal Bunker, Openings, Lids, &c	<i>Good</i>	Scuppers	<i>Good</i>
Engine Room Skylights	<i>Good</i>		<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now, as far as can be seen, in good and efficient condition and I would respectfully submit that she is eligible to remain as classed and to have the notation: "90 A1 10-89" recorded in the Register Book.*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£			
Office Fee (if chargeable) per Scale II., Sec. 27...	£			
Survey Fee (per Section 28)	£			
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 *90A1* *FRIDAY 22 NOV 1889*
 Character assigned *90A1*
 Surveyor to Lloyd's Register of British & Foreign Shipping. *Henri Wilkinson*
 LONGST 0352

50019^a London

the break bulkhead to the fore end of the after Hatchway on port side was also found buckled, and fractured near the corner of the Hatch, but although the undersigned strongly recommended that this plate should be taken out and replaced by new, the owner took exception to this course and elected to fit a steel covering plate $\frac{3}{8}$ " thick over the fracture. This doubling, although somewhat unlighty, is however a good substantial job and efficient for its purpose.

Henri Wilkinson

26.10.89