

REPORT of SURVEY for REPAIRS, &c.

50093

No. *130* Date of Writing Report *25th Nov. 1889* Port of *Lundm*
 No. in Survey held at *Lundm* Date, First Survey *23rd Nov. 1889* Last Survey *23rd Nov. 1889*
 Book. on the *Iron Screw Steamer MAITLANDS* Master *H. Potts*
 (No. of Visits *one*)

TONNAGE:—

Built at *W. Hartlepool*

By whom *W. Gray & Co.*

When *1883*

Owners *Hardy, Wilson & Co.*

Port belonging to *W. Hartlepool*

DER DE *886*

Owner's Address

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

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Commercial* Destined Voyage *Barry near Cardiff*

Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins. *100 A1*
 (if these particulars are not yet recorded in the Register Book.)

Classed *+ LMC 1.88*

Last Survey, No. *455* Port *Ym*

L.S. No. 1 Appl. 88

(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. in Winter *ft.* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Condition

This vessel has been examined in the Commercial Dry Dock. It was stated that she had grounded near Lismore in the 31st Oct. 1889 on her voyage from Middlesboro' to Stettin. The bottom was found to be rubbed and chafed along the starboard side but otherwise in good order, and has now been cleaned and painted.

B. Soverdue

PRESENT CONDITION OF THE

Decks <i>good</i>	Plank (Bottom) & Counter <i>good</i>	Ceiling <i>not seen</i>	Boats <i>4</i> <i>good</i>
Waterways	Trussings or Rivets	Rudder <i>good</i>	Masts, Yards, &c.
Comings	Breasthooks and Stemson <i>not seen</i>	Windlass & Capstan	Condition, how ascertained <i>from deck</i>
Up'r Dk. Beams & Fastenings <i>not seen</i>	Transoms, Pointers, & Crutches	Pumps	Sails <i>good</i>
Low'r Dk. Beams & Fastenings	Timbers of Frame at the opening	Cement (if Iron Ship) <i>not seen</i>	Anchors No. of <i>3 B, 1 S, 2 K</i>
Plank sheers <i>good</i>	Ditto ditto at other places	Caulking of Bottom, D'k, & Wat'rways <i>good</i>	Cables <i>stated to be complete</i>
Sheerstrakes	Keelsons	Copper, or Y.M. (State if on felt.)	Hawsers & Warps <i>good</i>
Topsides	Clamps & Shelves	When put on	Standing & Running Rigging
Wales			
Engine Room Skylights <i>good</i>	Coal Bunker, Openings, Lids, &c. <i>good</i>	Scuppers <i>good</i>	Cargo & Main Hatchways <i>good</i>
			Hatches

General Observations, Opinion as to Class, Recommendation, &c.:

The vessel, so far as seen, is in a sound and efficient condition and eligible in my opinion to remain as cleared, with record of survey 11.89.

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) is the same as per margin £
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £

Fees applied for,

18

Received by me,

18

Chas. H. Fridman

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

Committee's Minute

Character assigned

FRIDAY 6 DEC 1889

TUE 7 JAN 90

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ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

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Lloyd's Register Foundation

Lon 688-0036

If it is also sent on the Machinery of the Ship or if not, specify, and when, one will be sent.

* Certificate to be sent

Form No. 2 for Repairs—1889—1890—Transfer Lik—F & S. The Surveyors are requested not to write on or below this space for Committee's Minute.