

REPORT of SURVEY for REPAIRS, &c.

No. *50164* Date of Writing Report *Dec. 31st* 18*89* Port of *London*
 No. in Reg. Book. *1* Survey held at *Tilbury* Date, First Survey *Dec. 10th* Last Survey *Dec. 33rd* 18*89*
 on the *Iron Screw Steamer* **TANFIELD** Master *J. Bram*

TONNAGE:— Built at *Newcastle* By whom *Palmer Bros. & Co.* When *1864* - *MS*
 NET *483* Owners *H. James (J. Ennisk & Son, Manx)* Port belonging to *London*
 GROSS *765* Owner's Address *(if not already recorded in Appendix to Register Book.)*
 UNDER DK. *715*
 If Surveyed Afloat or in Dry Dock *Dry* Name of Dock *Tilbury* Destined Voyage *The Line*
 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. *69672* Port *Ln* *B.S. 689 - L.M.C. 5-87*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard 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.)
 Classified *S.S. Lon. No. 3. 6. 83* *S.S. Lon. No. 1. 87* *6. 89*
 in Summer *3* ft. *1* ins.
 in Winter *3* ft. *3* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage through collision and stranding off Gravesend Reach, Dec. 5th 1889, also for a portion of the S.S. No. 2.*

This vessel was examined whilst in the Tilbury Gr. Dock and the following repairs, consequent upon the damage, were executed:
Starboard Side: The upper edge of G. & the lower edge of H. Strakes alt. 80 ft from Stem found sharply indented were paired in place, the rivets in the landing being renewed; - alt. 56 ft. from S.P.: one indented plate of C. Strake, removed, straightened & put back, and a plate of D. Strake adjoining this, found to be indented also, was paired and paired; - alt. 40 ft from Stem, on the same side: 18 plates of Shell & top plates; 1 main and 1 lower Dk. Stringer plate, with lugs, brackets &c. complete; 1 Tank Side margin & 1 covering plate; 2 fore & aft vertical tie plates; 5 pr. & 5 rev. frames; 2 lengths of Side Stringer Bars and 2 lengths of Bilge Keel on Angles, all of which were found broken and destroyed or in part carried away, were cut out, renewed and repaired as required and the Bottom was recoated.

Some damaged battens & ceiling in Fore Hold, one length of main
 PRESENT CONDITION OF THE
 Decks *Sound (See Report)* Plank (Bottom) & Counter *Good* Ceiling *Good* Boats *Good*
 Waterways *Good* Tonnage or Rivets *---* Rudder *---* Masts, Yards, &c. *---*
 Comings *---* Breasthooks and Stems *---* Windlass & Capstan *---* Condition, how ascertained *Alt. 8 ft.*
 Up'r Dk. Beams & Fastenings *---* Transoms, Riggers, & Crutches *---* Pumps *---* Sails *Good*
 Low'r Dk. Beams & Fastenings *---* Timbers of Frame at the opening *---* Cement (if Iron Ship) *---* Anchors No. of *3 B.; 1 S.; 3 K.*
 Plank sheers *---* Ditto ditto at other places *---* Caulking of Bot'm, D'k, & Wat'rways *---* Cables *Complete & Good*
 Sheerstrakes *---* Keelsons (where seen) *---* Copper on W.M. *---* Hawse & Warps *---*
 Top plates *Plating* *---* Clamps & Shells *---* When put on *---* Standing & Running Rigging *---*
 Wales *---* Cost of Repairs, Openings, Lids, &c. *Good* Scuppers *Good* Cargo & Main Hatchways *Good* Hatches *---*
 Engine Room Skylights *Good*

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now, as far as can be seen, in sound condition and we would respectfully submit that she is eligible to remain as classed, the record of the Special Survey No. 2 being deferred until completion, and with no fresh record of Survey.*

Entry Fee (if chargeable) per Scale I., Sec. 27... £ - : -
 Office Fee (if chargeable) per Scale II., Sec. 27... £ - : -
 Survey Fee (per Section 28) (particulars)... £ 3 : 0 : 0
 Special on Damage, Fee (if any) (per Sec. 28)... £ 5 : 5 : 0
 *Certificate (if required) to be sent as per margin £ - : - : -
 Travelling Expenses (if chargeable) £ - : - : -
 Second Surveyor's Fee (if any) £ - : 11 : 0
 Fees applied for, *x. 1 1890*
 Received by me, *7/1 1890*
all

Committee's Minute *TUE 7 JAN 90*
 Character assigned *Deferred for Completion*
Lmb 12/89
THURS 3 APRIL 1890
FRI 5 DEC 1890
TUES 9 FEB 1890
THURS. 26 MAR 1890
TUES. 31 MAR 1890
Foundation
LON 688 - 0155

5964. Jan.

Rail; one length of main dk. waterway, ground; a number of fittings in chests and 6 deck plants ground split or otherwise damaged were replaced by new, and the deck at that part was re-caulked.

Raised 2^d dk., also on starbd. side; Eleven rough tree stanchions; a portion of the moulding; the rail & dk. waterway for a length abt. 3 ft., also the standing brize rigging, some of the deck fittings and the steering gear, found either broken or damaged, were renewed, overhauled & repaired as required, and this deck was re-caulked throughout.

Both the fore and the after w. 3. Tanks, also the fore hold, fore peak and starbd. chain locker, were cleared out, cleaned & re-coated; the said 3. Tanks were tested by water pressure in accordance with the rules; the ceiling was re-laid as before; a portion of the lower deck plants and of the berths & fittings on same which had been lifted for the purpose of effecting the repairs were renewed as required; two new lengths of ropes 10" & 9" respectively were supplied in lieu of some broken & chafed, and other sundry repairs were also executed (See Damage Survey Rept. 31.12.89).

In connection with the Special Survey No. 2 and exclusively of the repairs already mentioned above; The remainder of the holds & the after peak were cleaned & coated throughout, a quantity of new ceiling being fitted in after hold. The mast, spar & rigging were examined aloft and found in good order, the wedges being renewed as per rule requirements. The windlass was stripped; the chain cables: 270 faths. of 1½" (full) also the anchors & general outfit were laid out and found complete & good and the pumps, sluices, sections and sounding pipes were overhauled & repaired as required.

The decks were also examined and found but were, though sound, found in some places slightly below the thickness required by the Rules, showing the necessity of renewing some portions of the same at the earliest opportunity. Owing, however, to the ship being repaired at once, the owners elected to effect the following temporary repairs: The Forecastle was, for 10 ft. from the after end, doubled with 2" white enamel bound with hard wood planks at each end; — the main dk. was doubled with 1½" white pine on starbd. side in way of No. 3 Hatch and this deck was re-caulked throughout, and 3 deck plants, on the 2^d 3rd deck on the starbd. side of the E. side coaming were cut out and replaced by new.

To complete the S. S. No. 2, the following, notice of which has been sent to owners, have still to be complied with:

The decks to be re-examined & renewed as required and the vessel between BH² in the Machinery Space, including Bunkers which could not be seen to be opened out for examination.

Henri Wellman,

G. Stanbury

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