

REPORT of SURVEY for REPAIRS, &c.

50179
THURS 9 JAN 1890

No. 454 Date of Writing Report 18 Port of London
 No. in Reg. Book 454 Survey held at London Date, First Survey 17 Dec 89 Last Survey 25 Aug 1890
 (No. of Vistas) 1 Master P. Shellys
 TONNAGE:— NET 834 Built at Sunderland By whom Blumen H. When 1881 6
 GROSS 1292 Owners (Lenton & Co) Port belonging to London
 UNDER DECK 1008 Owners' Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Afloat Name of Dock N. 1 Dock Destined Voyage Barbados &c.
 Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. 11.88
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 48732 Port Lon S.S. No. 101-85 11.88
 (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.)
 Society's Freeboard (if assigned) in Summer ft. ins. 11.88
 as painted on Ship in Winter ft. ins. 11.88

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of S.S. No 3.
 As will be seen from the Newcastle report No 23170 dated August 1890 the vessel was at that time placed in the dry dock & the bottom examined & favourably reported

It was intended to complete requirements for the S.S. No 2 but the owner decided to comply with the requirements for S.S. No 3 which has now been done as follows.

All the close ceiling in the hold peaks &c. & on the top of the water ballast tanks have been cleared away, & the iron surfaces cleared of all rust & cleaned; after which the surfaces of the shell were decorated with paint. The inside of the tanks have been cleaned & examined, & the cement-accept in one or two places which have been made good - was found perfect. The tanks have been tested, as required by rule, & are in good order. The tank tops have been crated with Stockholm tar & cement, & the ceiling thereon, & at other parts where, such portions as necessary being renewed.

PRESENT CONDITION OF THE		Boats	
Decks	<u>good</u>	Plank (Bottom) & Counter	<u>good</u>
Waterways	<u>4</u>	Rivets	<u>good</u>
Comings	<u>4</u>	Breasthooks & Stems	<u>4</u>
Up'r Dk. Beams & Fastenings	<u>4</u>	Transoms, Pointers, & Crutches	<u>4</u>
Low'r Dk. Beams & Fastenings	<u>4</u>	Structure of Frame at the openings	<u>4</u>
Plank sheers	<u>4</u>	Diagonal bracing	<u>4</u>
Sheerstrakes	<u>4</u>	Keelsons	<u>4</u>
Topsides	<u>4</u>	Clamps & Shells	<u>4</u>
Wales	<u>4</u>	Coal Bunker, Openings, Lids, &c.	<u>good</u>
Engine Room Skylights	<u>good</u>	Scuppers	<u>good</u>
		Cargo & Main Hatchways	<u>good</u>
		Hatches	<u>4</u>

General Observations, Opinion as to Class, Recommendation, &c.:
 This vessel is in good condition eligible in my opinion to remain as classed, & be marked S.S. Lon. No 3-1/90 & the date of last survey - 1.90 - recorded

Entry Fee (if chargeable) per Scale I., Sec. 27... £ 4 : 0 : 0
 Office Fee (if chargeable) per Scale II., Sec. 27... £ : : :
 Survey Fee (per Section 28) £ 8 : 0 : 0
 Special on Damage, Fee (if any) (per Sec. 28) £ : : :
 *Certificate (if required) to be sent as per margin £ : : :
 Travelling Expenses (if chargeable) £ : : :
 Surveyor's Fee (if any) £ 107 : : :
 Fees applied for, 15 1 1890
 Received by me, 13 1 1890
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 Charles H. Ireland

Committee's Minute TUES 14 JAN 1890
 Character assigned 100A1 S.S. No 3-1,90
 Defend

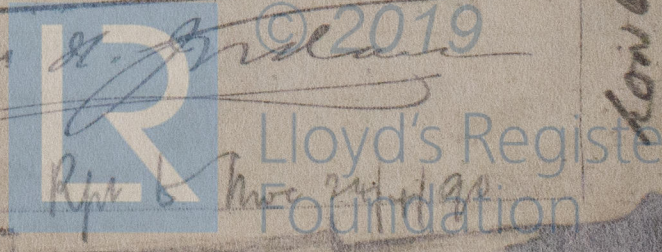
Insert Character precisely as in Register Book.

State if a ... if not ...

* Certificate to be sent to ...

Form No. 3 for Repairs - 1890-1899. - Transfer Ink. - T. & S. The Surveyors are requested not to write on or below the space for Committee's Minute.

Nov 688-0176



Bunkers cleared, examined & found. The in good condition. Anchor chain cables masts & spars & equipment generally have now been overhauled & put into good condition. The chain cables have been coiled & are complete.

On the bridge - the iron deck in way of the boiler hatch cranning & the cranning itself, on the starboard side, where the clean which pipes run were found to be somewhat rusted in places. Two plates in the deck have now been removed & the cranning has been efficiently dented.

W. J. Cooper

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IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

