

# REPORT of SURVEY for REPAIRS, &c.

No. *342* Date of Writing Report *8 Feb 1890* Port of *London* Received in London Office. *NON 17 FEB 1890*

No. in Reg. Book. *342* Survey held at *London* Date, First Survey *1<sup>st</sup> Jan* Last Survey *1 Feb* 1890

on the *Iron s/s Marlborough* Master *Falk 89-89*

TONNAGE:—  
 NET *1164* Built at *Middlebro* By whom *R. Dixon* When *1877*  
 GROSS *1787* Owners *Galbraith Pembroke & Co* Port belonging to *London*  
 UNDER DK. *1773* Owners' Address  
 (if not already recorded in Appendix to Register Book.)

☒ Surveyed Afloat ☒ in Dry Dock Name of Dock *Greens Dry Dock* Destined Voyage *Middlebro*

Length of Poop *15* ft.: of Forecastle *15* ft.: of Raised Or. Deck *15* ft.: Moulded Depth *15* ft. ins. *100 A 1-6,88*

Last Survey, No. *116* Port *London* Classed *Since -6,88* *ss 116-86*

(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 }  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials ) as painted on Ship } in Winter }

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage & S. S. No 3.*

*This vessel is stated to have put back to Bombay with decks swept & strained & rudder frame damaged, where the decks were sheathed & slab pieces put on ~~rudder~~ stern frame. The vessel is also stated to have grounded in the Red Sea.*

*Vessel placed in dry dock cleaned down & recoated, the bottom outside being in good condition, the slab pieces on stern frame found satisfactory & efficient.*

*The doubling on decks lifted, decks found thin in places, have now been renewed from the <sup>fore end of the</sup> bridge to cabin companion aft; and also part of the fore-castle deck, decks caulked fore & aft.*

*Tanks cleared, examined, (ceiling removed) & tested, cement found well adhering to the iron, one rivet in engine room tank renewed, the tank under engine & boiler spaces chipped & recoated with cement wash. Holds peaks & chain locker cleared oxidation removed & surfaces recoated where necessary. Several hold pillars, straightened & replaced*

PRESENT CONDITION OF THE							
Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	<i>Complete &amp; good</i>
Waterways	"	Trunnions or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	Breasthooks & Stemson	"	Windlass & Capstan	"	Condition, how ascertained	<i>By Examination</i>
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Grutches	"	Pumps	"	Sails	<i>Good</i>
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"	Cement (if Iron Ship)	"	Anchors	No. of <i>3 B 1 S 2 K</i>
Plankbeams	"	Ditto ditto at other places	"	Caulking of Bot'm, D'k, & Wat'rways	"	Cables	<i>Ranged 270 fms for</i>
Shearstrakes	"	Keelsons	"	Copper, or Y.M. (State if on Felt.)	"	Hawsers & Warps	<i>Complete &amp; good</i>
Top-sides	"	Clamps & Shelves	"	When put on	"	Standing & Running Rigging	"
Wales	"						
Engine Room Skylights	"	Coal Bunker, Openings, Lids, &c	"	Scuppers	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>
						Hatches	"

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel now appears in a sound & efficient condition, Eligible in our opinion to remain as classed & to have recorded S.S. Lon No 3-1,90 together with new date of 1-90*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 4 : 0 :	Fees applied for, 17.3 1889 Received by me, 19.3 1889 a 2P
Office Fee (if chargeable) per Scale II., Sec. 27...	£ :	
Survey Fee (per Section 28)	£ 8 : 0 :	
Special 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)	£ 10 : 6 :	

Committee's Minute  
 Character assigned

TUES 18 FEB 1890

*Thos. L. Gray & G. Stanbury*  
 Surveyors to Lloyd's Register of British & Foreign Shipping.

Lloyd's Register  
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LON 688 - 0328



50291. *For*

Bunkers cleared, scaled, (timbers lifted) & re-coated  
test holes drilled with results stated below.

Mast & spars examined, mast wedges removed, &  
the rigging generally overhauled & made good.

An iron companion has now been fitted to the  
engineers quarters.

Several additional pillars fitted to fore-castle.

All decks fittings, pipes, boats skids, hawse  
pipe tops re lifted & refitted & caulked.

Drillings amidships	Port		Starboard		Spar sheer strake 1st strake below main sheer strake 1st strake below main 2nd " " " 3rd " " " 4th " " "
	14 1/16	15 1/16	7/8	10/16	
	10/16	7/8	5/8	10/16	
	10/16	5/8	5/8	10/16	
	10/16	5/8	5/8	10/16	
	10/16	5/8	5/8	10/16	

Figures in red from the first  
entry report

All the requirements of the rules for the special survey  
1883 have now been complied with.

*Thos. L. Gray*

The following have now been supplied & verified

2 <sup>nd</sup> Kedge	18.87	RWERTS	16799	BOTT	2.1.7	4 stock	2 1/4 Cwt rule size
1 " "	18.88	RWERTS	18927	BOTT	5.0.0	" "	4 1/2 Cwt rule "
30 fms	1 1/16	stud cable	8.9.81	SLPHC BOTT	3221		1 1/16 rule size
15 " "	1 3/4	" "	6.7.88	SLPHN 18499	B55, 22 BOTT	77.2.2	

*Thos. L. Gray*

*G. Stambury*



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