

REPORT of SURVEY for REPAIRS, &c.

50342
MON 3 MARCH 1890

No. *830* on the *Iron Screw Steamer: "BYLLFA"* Master *J. Walker*
Date of Writing Report *March 1st 1890* Port of *London*
Survey held at *London* Date, First Survey *Feb. 3^d* Last Survey *Feb. 19th 1890*
Reg. Book. (No. of Visits) *8*

TONNAGE:—
NET *516* Built at *Newcastle* By whom *Palmers' Co.* When *1865-*
GROSS *812* Owners *Mr. Locket & Johnston* Port belonging to *London*
UNDER DEK. *756* Owner's Address
(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Fletcher's Dry Dock* Destined Voyage *to June*
Length of Poop *10* ft.: of Forecastle *10* ft.: of Raised Or. Deck *10* ft.: Moulded Depth *10* ft. ins.
(if these particulars are not yet recorded in the Register Book.)

Classed *90A1*
Last Survey, No. *23540* Port *London* *N.B. 89 L.M.C. 8-89 S.P. Sh. No. 3-8-89*
Character in Register Book. *90A1*
8-89

(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 *3* ft. *0* ins.
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 *3* ft. *2* ins.
of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage Repairs consequent upon collision*
with the S.S. "London" of Dundee, and subsequent grounding, both off
Gravesend & Reach January 3rd 1890 whilst on a voyage from Shields to
London with a full cargo of Coals.

The vessel was placed in Mr. Fletcher & Co's Dry Dock
when the following repairs, consequent upon the damage sustained were
executed:

Stem has taken out and a new piece welded on same from
the 5 feet W.T. upwards - 3 painted on ft. side and 4 on starbd. side
ground broken were cut out and part renewed - 6 broken shell plates on
starbd. side and 6 on it. side renewed; also 5 others painted in place -
In Forecastle Beam at fore end; 2 Stripper plates and two lengths of
gunwale iron ground broken or twisted were replaced by new - A number
of Forecastle deck planks [and the Head chocks, Head rails, cat and
fish davits all of which were found either broken or damaged were renewed

PRESENT CONDITION OF THE	Good	Good	Good	Good	Good
Decks	Plank (Bottom) & Counter	Ceiling	Boats		
Waterways	Transoms or Rivets	Rudder	Masts, Yards, &c.		
Comings	Breasthooks and Stemson	Windlass & Capstan	Condition, how ascertained	from Mr. H.	
Up'r Dk. Beams & Fastenings	Transoms, Girders & 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. & 5 H.	
Plank sheers	Ditto ditto at other places	Caulking of Bot'm, D'k, & Wat'rways	Cables	Complete & Good	
Sheerstrakes	Keelsons	Copper or T.M.	Hawsers & Warps		
Top-sides	Clamps & Shelves	(State if not T.M.)	Standing & Running Rigging		
Wales		When put on			
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers	Cargo & Main Hatchways		
			Hatches		

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now, as*
far as can be seen, in good and efficient condition and all
necessary repairs having been duly executed, I would respectfully submit
that she is eligible to remain as classed and to have the notation:
"90A1 2-90", recorded in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ - : -	Fees applied for,	18
Office Fee (if chargeable) per Scale II., Sec. 27...	£ - : -	Received by me,	18
Survey Fee (per Section 28)	£ - : -		
Special on Damage, Fee (if any) (per Sec. 28)....	£ - : -		
Charged on Damage Survey Dept.			
*Certificate (if required) to be sent as per margin			
Travelling Expenses (if chargeable)	£ - : -		
Second Surveyor's Fee (if any)	£ - : -		

Committee's Minute *FRIDAY 7 MARCH 1890*
Character assigned *90A1*

50342. Jan.

repaired as required and the Forecastle deck, also about 3 ft of the main deck below were re-caulked.

The chain cables were removed; the fore lead cleared out, cleaned throughout and re-coated -

The Bottom which was found uninjured was also cleaned and re-coated and several other sundry repairs, for which see Damage Survey Rept. dated March 1st 1890 were satisfactorily executed, the vessel when completed being in a thoroughly good & efficient condition.

Henri Wilkinson

1.3.90