

50347
REPORT of SURVEY for REPAIRS, &c.

No. *564* Date of Writing Report *March 1st* 18 *90* Port of *London*
No. in Reg. Book. *564* Survey held at *London* Date, First Survey *Feb. 7th* Last Survey *Feb. 5th* 1890
on the *Iron Screw Steamer LORD ALF. PAGET* Master *J. Whitehead*

TONNAGE:—
NET *621* Built at *Newcastle* By whom *Salmon's Co.* When *1870* - *9*
GROSS *982* Owners *Mr. S. Clarke and Co.* Port belonging to *London*
UNDER DK. *898* Owner's Address *(if not already recorded in Appendix to Register Book.)*
If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Reynolds* Destined Voyage *to the Lyne*
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.) *S.S. No 3-10-83* Years assigned, if a Wood Ship. *100 A1* Character in Register Book. *7-89*
Classed *S.S. Lon. No. 1-88*

Last Survey, No. *4966* Port *London* *N.B. 85 L.M.C.G. 88* *S.S. Lon. No. 1-88*
(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.)
in Summer *100 A1* ft. *ins.*
in Winter *100 A1* ft. *ins.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage Repairs consequent upon collision with the S.S. "Abana", of Sunderland, in the River Thames, Feb. 4th 1890.*
The vessel was placed in the Reynolds' Dry Dock, Millwall, when the following repairs consequent upon the damage sustained were executed:

Stem bar removed, paired and put back. Eighteen stem plates, 3 framed and 3 unframed on starboard side; one main deck stringer plate; one breasthook with angle iron &c. on the lower deck tier, all of which were found broken or bent, were cut out, renewed and paired and put back as required. Broken hand pipe on starboard side was renewed; nine fore-castle deck planks, the head cheeks, also a number of the main deck planks and one length of wood waterway, found split or otherwise damaged were renewed. The windlass which was strained was overhauled, repaired and re-fastened and the port cable a portion of which is reported to have been out at the time of the collision, was

PRESENT CONDITION OF THE		Plank (Bottom) & Counter		Ceiling		Boats	
Decks	<i>Good</i>	Treenails or Rivets	<i>Good</i>	Rudder	<i>Good</i>	Masts, Yards, &c.	<i>Good</i>
Waterways	<i>Good</i>	Breasthooks and Stems	<i>Good</i>	Windlass & Capstan	<i>Good</i>	Condition, how ascertained	<i>from St.</i>
Comings	<i>Good</i>	Transoms, Pointers, & Crutches	<i>Good</i>	Pumps	<i>Good</i>	Sails	<i>Good</i>
Up'r Dk. Beams & Fastenings	<i>Good</i>	Timbers of Frame at the opening	<i>Good</i>	Cement (if Iron Ship) (where used)	<i>Good</i>	Anchors	No. of <i>3 B.; 1 S. 2 2 1/2.</i>
Low'r Dk. Beams & Fastenings	<i>Good</i>	Ditto ditto at other places	<i>Good</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>Good</i>	Cables	<i>Reported Complete</i>
Plank-sheers	<i>Good</i>	Keelsons	<i>Good</i>	Copper, or T.M. (State if on Keel.)	<i>Good</i>	Hawsers & Warps	<i>Good</i>
Sheerstrakes	<i>Good</i>	Clamps & Shells	<i>Good</i>	When put on	<i>Good</i>	Standing & Running Rigging	<i>Good</i>
Topsides	<i>Good</i>						
Wales	<i>Good</i>						
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	<i>Good</i>

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now, as far as can be seen, in good and efficient condition, and I would respectfully submit that she is eligible to remain as classed and to have the notation "100 A1 2-90" recorded in the Register Book.*

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) to be sent as per margin	£	—	—	—
Travelling Expenses (if chargeable)	£	—	—	—
Second Surveyor's Fee (if any)	£	—	—	—

Fees applied for, *18*
Received by me, *18*

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

Committee's Minute *FRIDAY 7 MARCH 1890*
Character assigned *100 A1*

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ranged out for examination. Some damaged iron rails & stanchions, also the mouldings on Forecastle Head were renewed & repaired as required and both this deck and the main deck and masonry planks below, in the way of the damage, were re-caulked. The Fore Peak which was found full of water and debris was cleared out, cleaned and re-coated and the whole of the repairs, for further details of which see Damage Survey Report dated March 1st 1890, were satisfactorily completed.

In addition to the above and exclusive of the damage, the Bottom which was found in good order was cleaned and re-coated, and several seams of the Turrets etc. were re-caulked where open and tight.

Henri Wilkinson 1.3.90