

REPORT of SURVEY for REPAIRS, &c.

No. 50448 Date of Writing Report April 19th 1890 Port of London Received in London Office, 23/4/90

No. in Survey held at London Date, First Survey March 29th Last Survey April 16th 1890 Reg. Book. 1108 on the Iron Screw Steamer "AUSTIN FRIARS" Master Wm. Reeves 79.89

TONNAGE:— NET 839 GROSS 1314 UNDER DK. 1586 Built at Sunderland By whom Jas. Laing When 1868-80 Owners Messrs. Calcutt, Pembroke & Co. Port belonging to London

If Surveyed Afloat or in Dry Dock Both Name of Dock Regent's Dock Destined Voyage Barry Length of Poop ft. of Forecastle ft. of Raised Or. Deck ft. of Moulded Depth ft. ins. Last Survey, No. 5523 Port B.P. N.E. & B. 77 Classed N.D. 82 75A1

REPAIRS, OR EXAMINATION AS PER RULE, FOR Partial Survey No. 1. This vessel was examined whilst lying dry, on blocks, in the Regent's Graving Dock, Millwall, and subsequently whilst afloat in the River Thames.

Several strakes of siding in Holds and Bunkers, in excess of the requirements of the Rules, were lifted for the examination of the cement which was found in good order. The floors & framing throughout were found in good condition except 3 reversed frames under the Bunkers and these were cut out and renewed from side to side. The bottom of the Cross Bunker B.H. (fore end of Stow-hole) on starboard side, found badly wasted away was cut out, and a new plate about 9 feet long by 3 feet wide was fitted and rivetted to same. The Bunkers, also the Seats were cleared out and found good, a crust in After Peak, the rivetting of which was found started being re-rivetted as required.

PRESENT CONDITION OF THE	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Decks	Good	Plank Rivets	Good	Rudder	Good	Masts, Yards, &c. (See left.)	Good
Waterways	Good	Breasthooks and Stowage	Good	Windlass & Capstan	Good	Condition, how ascertained	Good
Comings	Good	Transoms, Frames & Crutches	Good	Pumps	Good	Sails	Good
Op'r Dk. Beams & Fastenings	Good	Stowage Frame at the opening	Good	Cement (If Iron Ship)	Good	Anchors No. of 3 B.; 1 P.; 3 K.	Good
Low'r Dk. Beams & Fastenings	Good	Stowage ditto at other places	Good	Caulking of Bot'm, D'k, & Wat'rways	Good	Cables (See left.)	Good
Plank-sheers	Good	Keelsons	Good	Copper or P.M.	Good	Hawsers & Warps	Good
Sheerstrakes	Good	Clamps & Shells	Good	When put on	Good	Standing & Running Rigging	Good
Top-sides	Good	Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good	Cargo & Main Hatchways	Good
Wales	Good		Good		Good	Hatches	Good

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now in good and efficient condition, and, the whole of the requirements of the Rules for the Special Survey No. 1 having been fully complied with, except with reference to the items referred to on the other side, we would respectfully submit that she is eligible to remain as classed, fresh record of Survey & the notation: S.S. Gl. No. 3-187 being deferred until the completion of the Survey.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ - - -	Fees applied for,	18 00
Office Fee (if chargeable) per Scale II., Sec. 27...	£ - - -	Received by me,	71-4 18 90
Survey Fee (per Section 28)	£ 5 - 10		
Special on Damages 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)	£ - - -		

Committee's Minute FRIDAY 25 APRIL 1890 Character assigned Deferred for completion Laid 3/90

of Holds, also the Green decks were examined and found in good condition and the lower Holds and lower Bunkers, also the Peaks were re-coated. The whole of the ceiling was removed from the top of the After Ballast Tank (see particulars) which was examined internally, filled, and tested under water pressure after Rule requirements; the Tank top was then re-coated and the ceiling was re-built as before. Floors and Beams under Boilers were scolded and painted and the helix under Engines were also cleaned & painted.

The Decks, Masts, Spars and Rigging were also examined, the Mast wedges being removed as required. Nine deck planks, viz: 5 on Starboard and 4 on port Side of the Boiler Room ceiling, found worn, were replaced by new; the main Mast was found saggy & unbound generally, and in view of this fact, orders from the owners have been given for a new one which will be put on board on the vessel's return to London.

The Anchors, also the chain cables were ranged out and found complete, but the cables with the exception of one length of 15 faths. were found reduced to $1\frac{5}{16}$ and below, one or two links measuring $1\frac{3}{16}$ as against $1\frac{10}{16}$ required by Rule. In consequence of this, cables elsewhere were supplied in their stead:

— Certificates —					
Length	Size	No.	Date	Where tested	Signed by:
150	$1\frac{10}{16}$	2257	7.12.78	L.W. Com?	J. Harton
30	—	1013	22.7.75	—	—
30	—	99	2.12.80	T. P. H. - R.	E. Sedgwick
210 faths.					

also 45 faths. of $1\frac{9}{16}$ which will be replaced by 45 faths. of $1\frac{10}{16}$ at the first opportunity (See Owners' Representative's letter, dated April 16th 1890 attached herewith)

The Windlasses, Steering gear, pumps, Clucis, Suction & sounding pipes were also examined, overhauled and repaired as required. — Externally: The vessel was found in good order; two strokes of plating, on each side, between wind & main were scaled & shipped; the rudder was lifted, the pintles of same re-bushed and the vessel cleaned & painted from keel to gunwale.

To complete the Special Survey No. 1

Forty-five faths. of $1\frac{10}{16}$ have to be supplied in lieu of the $1\frac{9}{16}$ now on board, and a new main Mast is to be fitted. (Letter to owners, March 29th 1890).

Henri Wilkenson
Harry Wilkenson 19.4.90

