

REPORT of SURVEY for REPAIRS, &c.

LON 689-0116

50467

THURS 3 APRIL 1890

Date of Writing Report *April 3^d 1890* Port of *London*
 Survey held at *London* Date, First Survey *March 14th* Last Survey *April 3^d 1890*
 on the *Iron Screw Steamer: "MOSSER"* Master *Mr. David*
 TONNAGE:— Built at *Stockton* By whom *Richardson, Duck & Co.* When *1882 - 5*
 NET *1333* Owners *Mr. Shaw, Bushby & Co.* Port belonging to *London*
 GROSS *2035* Owner's Address *(if not already recorded in Appendix to Register Book.)*
 UNDER DK. *1939* Surveyed Afloat or in Dry Dock *Both* Name of Dock *Little Elm Dock* Destined Voyage *Cardiff*
 Length of Poop *✓* ft.: of Forecastle *✓* ft.: of Raised Qr. Deck *✓* ft.: Moulded Depth *✓* ft. *ins.*
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *8783* Port *Wpt.* *B.S. 10-89* *L.M.C. 11-86* *S.P. Lon. W. 1-86* *1-89*
 (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 *5* ft. *1 1/2* 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 *5* ft. *5* ins.
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *The Special Survey No. 2 - Also Damage.*

This vessel was examined in the Little Elm Dock, London, also whilst aground off Fletchers Wharf, River Thames.
The large hatches of ceiling, (considerably in excess of the requirements of the Rules) were removed for the examination of the cement which was found in good condition and firmly adhering to the several surfaces. The Sides of Holds, Tween Decks, Fore & After Peaks and Bunkers were examined, found in good condition, cleaned and painted as required. The Ballast Tank under the machinery was examined & found in good order except some portions of the Tank top immediately under the boilers where the plating was worn thin. These places were doubled with 5/16 plates extending from side to side between girders and the Ballast Tank was subsequently tested by water pressure in accordance with the Rules and found water-tight & efficient.
The decks, masts, spars &

PRESENT CONDITION OF THE		Plank (Bottom) & Counter		Ceiling	Boats
Waterways	Good	Fastenings or Rivets	Good	Rudder	Good
Stowings	Good	Breasthooks and Stowage	Good	Windlass & Capstan	Good
Fore Dk. Beams & Fastenings	Good	Transoms, Poles, & Crutches	Good	Pumps	Good
Aft Dk. Beams & Fastenings	Good	Timbers of Frame at the opening	Good	Cement (if Iron Ship)	Good
Stanchions	Good	Plating ditto at other places	Good	Caulking of Bot'm, D'k, & Wat'rways	Good
Deerstrakes	Good	Keelsons	Good	Coppering of Bot'm, D'k, & Wat'rways	Good
Plating	Good	Clamps & Shells	Good	Wire-rope	Good
Engine Room Skylights	Good	Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good
				Cargo & Main Hatchways	Good
					Hatches

This vessel is now in good and efficient condition and the whole of the requirements of the Rules with reference to the Special Survey No. 2 having been fully complied with, we would respectfully submit that she is eligible to remain as classed and to have the notation "S.P. Lon. No. 2-90 100A1 4-90" 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) £ 6 : 0 :
 Special on Damage, Fee (if any) (per Sec. 28) £ 3 : 3 :
 Certificate (if required) to be sent as per margin £ - : 5 :
 Travelling Expenses (if chargeable) £ - : - :
 Second Surveyor's Fee (if any) £ - : 10 :
 Committee's Minute
 Character assigned *100A1*
 Fees applied for, *6-4 1890*
 Received by me, *Harry W. Willmott*
 Surveyor to Lloyd's Register of British & Foreign Shipping.

TUES 8 APRIL 1890
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Rigging, also the Steering gear, Windlass, pumps, Sluices, Soundings and Suction pipes, were examined, overhauled & otherwise repaired as required and the mast wedges were removed as per Rules requirements.

Externally: The vessel was found in good and sound condition and the Bottom was cleaned & painted. The Rudder was lifted and the Rudder pintles re-bushed. The Anchors, also the cables, viz: 270 faths. of $1\frac{1}{16}$ were ranged out and found good and complete. The vessel was otherwise thoroughly overhauled and put in good & efficient condition.

In Connection with the Damage:

This vessel which is reported to have been run aground to prevent her capsizing whilst taking Ballast & coals, at the West India Dock Barge, March 21st 1890, prior to proceeding on an intended voyage to Cardiff, was again placed in Dry Dock for external examination. The lock hatches & ceiling in Fore cross Bunkers, also the Stowhole flooring were lifted. The vessel was, however, found to have sustained no damage. (See also Damage Survey Report dated April 3rd 1890.)

Henri Wilkinson

2. 4. 90

Harry W. Willink