

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 10th April 1890 Port of London

Received in London Office,

FRIDAY 11 APRIL 1890

Survey held at London

Date, First Survey 12th March Last Survey 5th April 1890

(No. of Visits 11)

Master S. Bundy

YEAR.

MONTH.

TONNAGE:—

Built at Kingston

By whom J. Key

When 1877

442

Owners L. R. Carter

Port belonging to London

684

542

Owner's Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Victoria Paterns Destined Voyage not fixed

Length of Poop

ft.: of Forecastle

ft.: of Raised Or. Deck

ft.: Moulded Depth

ft.

ins.

Years assigned, if a Wood Ship.

Character in Register Book.

Classed

S. S. No. 2

Std. 85.

LMC 11.85

BS 9.88.

90 A1

10.88

Last Survey, No. 21943

Port Nwe

State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. 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.

Society's Freeboard (if assigned) as painted on Ship

in Summer

ft.

ins.

in Winter

ft.

ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

S. S. No. 3.

This Vessel has been examined on the Victoria Paterns and afloat in the Victoria and Royal Albert Docks.

The bottom found in good order has been cleaned and coated, a number of rivets in the after part of the keel found to be wasted have been renewed, and two plates in the port bow, indented at their butt, made fair, and the butt strap, fractured, renewed. The rudder has been lifted and rebushed. The shell plating has been drilled and the thickness ascertained in the following places. — In main hold, sheer

strake, starboard side 12/16 to 10/16, Port side 11/16 to 10/16 full. Repl. strake

below 7/16 full to 6/16, Port side 8/16 to 6/16. In Bunkers, sheer strake, on

starboard side 12/16 bare, Port side 12/16 bare. First strake below on starboard side

8/16 & 8/16 bare, Port side 7/16 full. Second strake below, on starboard side 6/16, Port

side 8/16 bare & 7/16 full. Third strake below, starboard side 8/16 bare. After hold,

quarter deck side, starboard side 9/16 to 6/16, Port side 7/16 to 6/16 full. Sheer strake, starboard

side 11/16 to 10/16, Port side 11/16 to 10/16. Second strake below, starboard side 8/16, Port side 7/16 to 6/16

PRESENT CONDITION OF THE

Decks	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	3
Waterways	"	Freeboards or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	Breasthooks and Stemson	"	Windlass & Capstan	"	Condition, how ascertained	Examined
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	"	Sails	Good
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the opening	"	Cement (if Iron Ship)	"	Anchor	No. of 3B, 1S, 2K
Planksheers	"	Ditto ditto at other places	"	Caulking of Bottom, D'k, & Watrways	"	Cables	Ranched 210 fms. Good
Sheerstrakes	"	Keelsons	"	Copper, or Y.M. (State if on felt.)	"	Hawsers & Warps	Good
Topsides	"	Clamps & Shelves	"	When put on	"	Standing & Running Rigging	"
Wales	"					Hatches	"
Engine Room Skylights	Good	Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good	Cargo & Main Hatchways	Good

General Observations, Opinion as to Class, Recommendation, &c.:

This Vessel is in a sound and efficient condition, and eligible in our opinion to remain as classed, and to have notation of S. S. No. 3 Lm. 4.90.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	3	:	-	:
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	-	:
Survey Fee (per Section 28)	£	6	:	-	:
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,

14. 4. 1890

Received by me,

2/5 1890

Chas. H. Jordan

G. Stanbury

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



50487. Jan.

The whole of the ceiling and cargo battens have been removed from the holds, bunkers and peaks. The sides of the plating &c. in the holds and bunkers sealed and painted. The fore and after peaks sealed and coated with cement wash. The lining removed from the forecabin and chain locker and the surfaces sealed and painted. The lining removed from the sides of the cabins in the Bridge, and from under the scuttles in the after cabins, and the surfaces there sealed and painted. Some of the beam pillars in the holds have been straightened and refastened, a few of the reverse frames repaired, and the painting beams in the fore peak fitted with new knee plates and rivetted as required. All the middle portions of the after engine room bulkhead extending to the breadth of the hatchway found to be wasted has been renewed. The fresh water tanks at the fore end of the fore hold have been removed and the bulkhead in way of the same sealed & painted.

The double bottom ballast tanks have been emptied, cleaned out and examined, the surfaces of the floors, girders &c. sealed and coated with cement wash, the upper surface of the tank tops sealed and coated, and the tanks tested under pressure. The plating of the tops rivetted and caulked in places where required.

The bilges under the engines and boilers, and along the sides of the double bottom tanks have been cleaned out and examined, and the surfaces of the floors, bearers &c. sealed and coated with cement wash.

The masts and spars have been examined, the standing rigging, fore stay bolt and mast wedges renewed, and other fittings repaired as required.

The chain cables have been ranged and examined, and 210 fathoms found complete and in good order.

The (iron) windlass has been overhauled and repaired.

One of the boats has been repaired, and a new 2 1/2" steel wire hawser supplied.

Chas. H. Jordan  
G. Stanbury