

REPORT of SURVEY for REPAIRS, &c.

No. *50508* Date of Writing Report *26 MARCH 1888* Port of *London*
 No. in Reg. Book. *142* Survey held at *London* Date, First Survey *2nd Feb^y* Last Survey *23 Feb^y 1888*
 (No. of Visits)

Master *Gaston.*
 TONNAGE:— Built at *Greenock* By whom *R. Steele*
 NET *334* Owners *F. W. Brightman.* When *1871* MONTH *7th*
 GROSS *350* Port belonging to *London*
 UNDER DK. *337* Owners' Address
 (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *In Dry Dock* Name of Dock *Princes.* Destined Voyage *Luceroland.*
 Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins. *100 A. 1.*
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *L. L. Lon. N^o 3-84.* Port *1, 87.*
 (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 *ft.* ins. *1, 87.*
 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.) as painted on Ship } in Winter *ft.* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Special Survey N^o 1.*

This vessel has been placed in dry dock. The bottom examined & coated. The timber boards & ceiling hatches were lifted and the cement examined in Jan^y 187— see London report N^o 46970— This would be in excess of the requirements of the Rules for special survey N^o 1. The ceiling has now been repaired amidships at the bilgo. The windlass was examined as per Rule, on the occasion of the special survey N^o 3 held in London in 1884— see report of survey. The chain cables have now been ranged and examined. The masts and spars examined, and all other requirements of the Rules complied with except as regards the lifting of the timber boards & one stroke of ceiling each side— already done in Jan^y 187— and except in regard to the renewal of some thin deck on the port side forward. The deck has been bored & examined— and on the port side forward the thickness found to be a little below that at which it is required by the Rules to be renewed. The deck is quite sound (& the thickness satisfactory except at the part alluded to)— and in the Secretary's letter to the Owner, of the 24th Feb^y 188, it is stated that under the circumstances the Committee will not object to the renewal of the thin part of the deck on the port side for-

PRESENT CONDITION OF THE		Plat ¹					
Decks	<i>see remarks</i>	Plank (Bottom) & Counter	<i>good</i>	Ceiling	<i>good</i>	Boats	<i>good (P.T. 0)</i>
Waterways	<i>good</i>	Trunnels or Rivets	<i>0^o</i>	Rudder	<i>0^o</i>	Masts, Yards, &c.	<i>0^o</i>
Comings	<i>0^o</i>	Breasthooks & Stemson	<i>0^o</i>	Windlass & Capstan	<i>0^o</i>	Condition, how ascertained by exam ⁿ	
Up'r Dk. Beams & Fastenings	<i>0^o</i>	Transoms, Bolsters, & Crutches	<i>0^o</i>	Pumps	<i>0^o</i>	Sails	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>0^o</i>	Timbers of Frame at the openings	<i>0^o</i>	Cement (if Iron Ship)	<i>not exam^d</i>	Anchors No. of	<i>3 B. 1 S. 2 K.</i>
Plank sheers	<i>0^o</i>	Ditto ditto at other places	<i>not exam^d</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>good</i>	Cables (part new)	<i>good-ranged</i>
Sheerstrakes	<i>0^o</i>	Keelsons	<i>good</i>	Copper, or V.M.		Hawsers & Warps	<i>good</i>
Topsides	<i>0^o</i>	Clamps & Shells		(State if on Feet)		Standing & Running Rigging	<i>0^o</i>
Wales	<i>0^o</i>			When put on		Hatches	<i>0^o</i>
Engine Room Sluicings		Coal Bunker, Openings, Lids, &c.		Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>

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

This vessel is eligible in my opinion to remain as classed, and to be marked in the Register Book "L. L. Lon. N^o 1," when the thin part of deck on port side forward is renewed in about eight months time. The certificates of test for one lower anchor & 60 fathoms of chain now supplied, will then be produced.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28)	£	2	2	0
Char. maker 10s				
Special on Damage, Fee (if any) (per Sec. 28)	£	:	:	
*Certificate (if required) to be sent as per margin	£	:	5	:
Travelling Expenses (if chargeable)	£	:	:	
Special Surveyor's Fee (if any)	£	:	:	

Fees applied for, *2 2/3 188 8*
 Received by me, *11/4 188 8*
A. J. P.

Special charges not to be pressed
R. D. G. S.
J. H. Truscott.
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute *27 MARCH 1888*
 Character assigned *Deferred for renewal of deck &c on return*

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 FRIDAY 18 APRIL 1888
 Lloyd's Register Foundation
 LON689-0173

ward being deferred until the vessels' return in about eight months time - and that the Owner's undertaking to have this done at that time is noted.

All the pintles of the rudder renewed. The mizen mast & main topmast renewed

Two bower anchors & 135 fathoms of chain cable were lost - one bower anchor & 76½ fathoms of chain cable recently supplied at Dover - and one bower anchor and 60 fathoms of chain cable now supplied. The certificates of test produced for the ^{former} ~~former~~ ^{new} ~~new~~ ^{for anchor & 76½ fathoms} - particulars as follows viz: weight of anchor ex. stock 13-2-7 - proof strain 15-4-3-0 -

A. L. Jack Sup^{dt} Chester 31st Jan^r/78; 15½ fathoms of 1¼ inch stud link chain cable - breaking strain 42½ tons - tensile strain 28½ tons - A. L. Jack Sup^{dt} Chester 28 Nov^r/82; 45 fms - 5½ ft.

of 1¼ inch stud link chain cable - breaking strain 42½ tons - tensile strain 28½ tons. E. R. Scott

Sup^{dt} Tipton 4th Dec^r/82; 15 fathoms of 1¼ inch stud link chain cable - breaking strain 42½

tons - tensile strain 28½ tons - A. L. Jack Sup^{dt} Chester 8th Nov^r/82.

The certificates of test for the bower anchor & 60 fathoms of chain cable (which as above stated have now been supplied) have according to the Owner been taken away in the vessel on her voyage and will be produced on the vessels' return. The marks seen by me on the

anchor are "A- 10-1-8³ N. 23125. 15.87 LPH B&T 12-6-2-7." and the marks seen

by me on the chain are - "17060. 6.13.87 LPH. N. 25-7-2. B&T. 38-0-0." Attached is

a copy of ^{or extract from} the certificates of test from Mr Jolly who supplied the anchor & the 60 fathoms of chain which ~~it~~ will be seen to agree with the above marks. The anchor is the third bower & the chain measures 1⅜ inch (stud link).

J. H. Truscott