

REPORT of SURVEY for REPAIRS, &c.

No. 407 on the Iron Sailing Ship: "ROLLO" Port of London Date of Writing Report April 26<sup>th</sup> 1890 Received in London Office, TUES 29 APRIL 1890

No. in Reg. Book. Survey held at London Date, First Survey April 3<sup>rd</sup> Last Survey April 3<sup>rd</sup> 1890 Master Mr. Beran 88-90

TONNAGE: NET 903 GROSS 938 UNDER DEK. 858 Built at Glasgow By whom Dobie & Co. When 1876-9 Owners Messrs J. S. Jacobs & Co. Port belonging to London Owner's Address 14 St. Mary Ave, E.C. If Surveyed Afloat or in Dry Dock Both Name of Dock W. Ind. & Cubitt's Dry Dock. Destined Voyage Liverpool, &c.

Length of Poop 19 ft. of Forecastle 4 ft. of Raised Or. Deck 19 ft. Moulded Depth 4 ins. Classed S.S. Ind. No. 3. 87 100A1 2-89

Last Survey, No. 8990 Port Wpt. 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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Partial Special Survey No. 3. This vessel was examined whilst dry in the South West India and in the Cubitt Town Docks, also whilst lying afloat in the W. Ind. Export Dock.

The whole of the ceiling was removed for the purpose of exposing the iron surface from which all oxidation was detached as required by heating & chipping. The cement where worn or otherwise defective was renewed; the shell plating in two frame spaces, on starboard side abaft the main mast, found fitted with doubler plates riveted on; about 32 starboard rivets through panel and shell (principally on starboard side) were cut out and renewed; the sides of hold, frames, floors, reversed frames all of which were found sound were re-coated, and new ceiling was re-laid as before.

The Iron Sts., Fore Peak and Chain Lockers were examined. Sealed & re-coated as required. A considerable portion of the lining was removed & replaced with new iron.

PRESENT CONDITION OF THE Decks (See Report) Sound Plank (Bottom) & Counter Good Ceiling Good Boats Good

Waterways Good Comings Good Breasthooks and Stanchions Good Transoms, Riggers, & Crutches Good Frame at the opening Good ditto at other places Good Keelsons Good Clamps & Shells Good

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now with the exception of the deck plants referred to on the other side, in good and efficient condition, and, nearly the whole of the requirements of the Rules for the Special Survey No. 3 having been complied with, we would respectfully submit that she is eligible to remain as classed, the record of the S.S. Ind. No. 3-490-100A1 4-90<sup>2</sup> being deferred until the completion of the Survey.

Entry Fee (if chargeable) per Scale I, Sec. 27... £ 3 : 0 : Fees applied for, 29/4/1890 Office Fee (if chargeable) per Scale II, Sec. 27... £ - : - : Received by me, G. Stanbury 2/5/1890 Surveyor to Lloyd's Register of British & Foreign Shipping.



left in the way of the Side ports, Stern plating and berths were removed for the examination of the plating and framing which were found in good condition, cleaned & painted.

The Decks were bored, the upper deck was found to be  $3\frac{1}{2}$  &  $3\frac{3}{4}$  in thickness (originally 4") one place only boring down to  $3\frac{3}{8}$  - owing however to neither this nor the Forecastle Deck having, at any time during the Survey, been sufficiently cleared to admit of thorough examination a few of the defective planks only have been renewed and the Decks are to be sheared and re-examined at report, Mon. on her arrival there. Mr. Sheel at report has been advised as per press copy of letter attached herewith.

The Masts, Spars, Standing and Running Rigging were also examined, overhauled & repaired as required. The Fore<sup>& main</sup> topmast yards; the main topmast, also the fore & main top-gallant masts were renewed - mast bridges were removed as per Rules.

The Boats, Lumps, Steering gear, Sails, Ropes & general outfit were found in good order; the Anchors, also the chain cables, viz: 270 fath. of  $1\frac{1}{16}$  were ran out and found complete and in good order.

Externally: The Vessel was found in good and sound condition, sealed on both sides between wind and water to the extent of nearly 3 strokes, cleaned & re-coated.

The plating was drilled to ascertain actual thickness which were found  $9\frac{1}{16}$  and  $8\frac{1}{16}$  respectively showing no apparent diminution from the original  $9\frac{1}{16}$  &  $8\frac{1}{16}$ .

To complete the S. S. No. 3.

The Forecastle Deck, also the upper deck to be re-examined and repaired as required.

The owners have arranged to have these decks cleared for the purpose on the vessel's arrival at report, and the Freight allowed by the Committee (See Committee's Minute dated April 3rd 90) will also be marked there.

Henri Wilkinson 26.4.90

G. Stanbury



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