

REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

50616
LON 12 MAY 1890

No. *600* Date of Writing Report *12th May 1890* Port of *London*
No. in Reg. Book. *600* Survey held at *London* Date, First Survey *10th March* Last Survey *29th April 1890*
(No. of Visits)

on the *Iron Screw Steamer ERL KING* Master *A. Reddie*
TONNAGE:— NET *1418* Built at *Glasgow* By whom *A. & J. Inglis* When *1865* 9
GROSS *2193* Owners *W. Ross & Co.* Port belonging to *Glasgow*

UNDER DE. *1583* Owners' Address (if not already recorded in Appendix to Register Book.)
If Surveyed Afloat or in Dry Dock *Afloat* Name of Dock *Victoria* Destined Voyage *New Orleans*

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.
(if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *16* Port *H. P. S. No. 3 Liv. 9.81*
M. S. No. 1 Lm. 86 Classed *Spar deck 100 A1*
LMC 5.88
NEX B 81 5.88

(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.
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 ft. ins.
of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage & Part Completion S. I. No. 2.*

This Vessel has been examined afloat in the Victoria Dock, and in consequence of damage sustained through stress of weather experienced between the 2^d and 17th of January 1890 whilst crossing the Atlantic on her voyage from Swansea to New Orleans, has now undergone the following repairs, viz:—

The closing plates and angle iron to the screw aperture removed, a wrought iron knee, the breadth of the rudder post and extending on to the same about 20 ins. and on to the counter plating about 24 ins., with a thickness of about 5 ins. in the throat, made and fitted and riveted to the rudder post and to the under side of the counter plating on each side of the Vessel; a smaller wrought iron knee made, fitted and riveted to the fore side of the rudder post and to the under side of the counter plating; a wrought iron stay 3½ ins. diameter and about eight feet in length, with wrought iron palms, made and fitted diagonally, and riveted to the ^{rudder} ~~stern~~ post and to the under side of the counter plating, on each side of the Vessel; the angle iron collar to the lower part of the rudder trunk renewed, an angle iron lug fitted on each side of the trunk connecting it to the transverse floor; an angle iron

PRESENT CONDITION OF THE		Boats	
Decks	<i>And</i>	Plank (Bottom) & Counter	<i>not seen</i>
Waterways	<i>"</i>	Treenails or Rivets	<i>where seen good</i>
Comings	<i>"</i>	Breasthooks & Stemson	<i>not seen</i>
Up'r Dk. Beams & Fastenings	<i>where seen</i>	Transoms, Pointers, & Crutches	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>good</i>	Timbers of Frame at the openings	<i>where seen</i>
Planksheers	<i>good</i>	Ditto ditto at other places	<i>good</i>
Sheerstrakes	<i>"</i>	Keelsons	<i>where seen good</i>
Topsides	<i>"</i>	Clamps & Shelves	<i>"</i>
Wales	<i>"</i>	Ceiling	<i>where seen good</i>
Engine Room Skylights	<i>good</i>	Rudder	<i>not seen</i>
Coal Bunker, Openings, Lids, &c.	<i>good</i>	Windlass & Capstan	<i>good</i>
Scuppers	<i>good</i>	Pumps	<i>"</i>
Cargo & Main Hatchways	<i>good</i>	Cement (if Iron Ship)	<i>not seen</i>
Hatches	<i>"</i>	Caulking of Bot'm, D'k, & Watrways	<i>good</i>
		Copper, or Y.M. (State if on Felt.)	<i>"</i>
		When put on	<i>"</i>
		Masts, Yards, &c.	<i>"</i>
		Condition, how ascertained	<i>from deck</i>
		Sails	<i>stated to be good</i>
		Anchors	<i>No. of 3 B, 1 S, 2 K</i>
		Cables	<i>stated to be complete</i>
		Hawsers & Warps	<i>good</i>
		Standing & Running Rigging	<i>"</i>

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

The Vessel, so far as seen, is in a sound and efficient condition, and eligible in my opinion to remain as classed, and, in completion of the Survey in accordance with this report, I have the S. I. No. 2 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)	£	:	:
Special on Damage, Fee (if any) (per Sec. 28)	£	8	8
*Certificate (if required) to be sent as per margin	£	on special	
Travelling Expenses (if chargeable)	£	dam. rep.	
Second Surveyor's Fee (if any)	£		

Committee's Minute
Character assigned *Deferred for Dr. to owners*
Completed 17/5/90
FRI 16 MAY 1890
FRI 3 FEB 91
TUES 22 JULY 1890
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LON 689-0314

Shoe fitted to the fore side of the rudder post and riveted to the same and to the inside of the counter plating; a diagonal plate stay $\frac{5}{8}$ " thick made and fitted on each side of the rudder post, cemented and riveted thereto by an angle iron, and riveted to the upper edge of the transom floor; the cement on the inside of the stern, removed to effect the repairs, afterwards made good; the manhole in the well of the stern increased in size for the purpose of effecting the repairs and fitted with a new cover, and the wood bulkhead, lockers and fittings to the Pantry, removed to effect the repairs, afterwards replaced.

The spar deck recaulked from forward to the fore part of the bridge, and from the after part of the engine room to the stern, and the deck in way of the anchors repaired where chafed.

About 320 feet of the teak rail renewed, also about 180 feet of the wash board, 8 of the iron stanchions renewed, 25 others repaired, and 26 others refitted, the remainder of the stanchions round the stern refastened, and all fastened with through bolts. 2 new stanchions and rails fitted to the gangway abreast No. 1 hatchway. And 8 iron stanchions on the bridge repaired.

The starboard house pipes and clocks recaulked, the clocks to the port house pipes removed, refitted and recaulked, and the upper part of the cheek renewed. The upper mouldings on the starboard quarter renewed.

The accommodation ladder repaired. One of the stays to the masts of the steering apparatus straightened and replaced, and the steering gear rods and leads renewed where damaged.

One cutter repaired, and one other replaced by new. And numerous other articles and fittings of a minor description as detailed in the damage Report of repaired and made good as required.

Apart from damage. The chain compressors, the pipes to the chain lockers, and the plating of the tunnel between the engines and bilges have all been replaced by new.

S. I. No. 2. In accordance with the London Report 50148, 23/12/89.

The after peak and the two after pockets of the Coal bunkers have been examined, the former now sealed and coated with cement wash, and the latter sealed and painted.

The two forward pockets of the Coal bunkers could not be examined on the present occasion as they were full of coal, they therefore remain to be examined in order to complete the S. I. No. 2, and the Bureau have been informed accordingly.

Chas. H. Jordan



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