

REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

No. *2* Date of Writing Report *27th June 1890* Port of *London*
No. in Reg. Book. *2* Survey held at *London* Date, First Survey *17th May* Last Survey *27th June 1890*
(No. of Visits *September*) Master *G. Sprinzel*

TONNAGE:— Built at *Newcastle* By whom *Palmer's Co.* When *1872*
NET *717* Owners *J. Fenwick & Son* Port belonging to *London*
GROSS *1139* Owners' Address
UNDER DE. *99.5* (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Orchard* Destined Voyage
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.)

Classed *L.M.C. 2.86* 100 A1
+ N.B. 85 1.90
B.S. 7.89

Last Survey, No. *50279* Port *London* *S.I. No. 3 hwc. 11.82*
S.I. No. 1 hwc. 86.

(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 *2 ft. 11 ins.*
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 *3 ft. 1 ins.*

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

This Vessel has been examined in the Orchard dry dock Blackwall, and afloat in the Victoria Dock.

The bottom found in good order has been cleaned and painted. The rudder has been lifted and rebrashed.

The ballast tanks have been cleaned out and examined. The asphalt in the bottom was found to be defective in places, and has been removed in such parts and made good with Portland cement. The floors and internal surfaces of the tanks have been cleaned and coated with cement wash. The tops of the tanks sealed, repaired where required, and coated. And the tanks tested under pressure. All the ceiling has been removed from the tops of the tanks and most of it renewed. The timbers along the sides of the tanks have been cleaned out, and also the wells at the after end of same, and the surfaces of the floors &c. cleaned and coated with cement wash.

Five floor spaces on the starboard side and six on the port side, at the

PRESENT CONDITION OF THE		Boats		Masts, Yards, &c.		Condition, how ascertained		Sails		Anchors		Cables		Hawsers & Warps		Standing & Running Rigging	
Plank (Bottom) & Counter	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	4	P.T.O.	Good	Masts, Yards, &c.		Condition, how ascertained	Examined	Sails	Good	Anchors	No. of 3 B, 1 R, 2 K
Trunnels or Rivets		Trunnels or Rivets		Rudder		Masts, Yards, &c.		Condition, how ascertained		Sails		Anchors		Cables	Raised 270 fms	Hawsers & Warps	Good
Breasthooks & Stemson		Breasthooks & Stemson		Windlass & Capstan		Condition, how ascertained		Sails		Anchors		Cables		Hawsers & Warps		Standing & Running Rigging	
Transoms, Pointers, & Crutches		Transoms, Pointers, & Crutches		Pumps		Condition, how ascertained		Sails		Anchors		Cables		Hawsers & Warps		Standing & Running Rigging	
Timbers of Frame at the openings		Timbers of Frame at the openings		Cement (if Iron Ship)		Condition, how ascertained		Sails		Anchors		Cables		Hawsers & Warps		Standing & Running Rigging	
Ditto ditto at other places		Ditto ditto at other places		Caulking of Bottom, Dk, & Watrways		Condition, how ascertained		Sails		Anchors		Cables		Hawsers & Warps		Standing & Running Rigging	
Keelsons		Keelsons		Copper, or Y.M. (State if on Felt.)		Condition, how ascertained		Sails		Anchors		Cables		Hawsers & Warps		Standing & Running Rigging	
Clamps & Shelves		Clamps & Shelves		When put on		Condition, how ascertained		Sails		Anchors		Cables		Hawsers & Warps		Standing & Running Rigging	
Engine Room Skylights	Good	Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good	Cargo & Main Hatchways	Good	Hatches									

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

The Vessel is in good and efficient condition and eligible in my opinion to remain as classed, with record of survey 6.90, and on the satisfactory examination of the floor spaces referred to above, I have notation of S.I. No. 2.

Entry Fee (if chargeable) per Scale I, Sec. 27... £ : :
Office Fee (if chargeable) per Scale II, Sec. 27... £ : :
Survey Fee (per Section 28) £ 4 : 10 = 30/6 1890
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) £ : :
Committee's Minute
Character assigned *Deferred* *1st July 90* *22nd 90*
Fees applied for, Received by me, *18/3 1891*
Surveyor to Lloyd's Register of British & Foreign Shipping.

Form No. 2 for Repairs, 1890-1891. The Surveyors are requested not to write on or below the space for Committee's Minute.
LONDON 6/90
LON690-0072
TUES. 17 FEB 1831
TUES 3 MARCH
Lloyd's Register
Foundation
22 AUGUST 1890
100A
22 Nov 90

fore end of the fore hold could not be examined as they are covered with the fresh water tanks, and the latter were not removed for their examination.

The bilges under the engines and boilers have been cleaned out, the cement examined and found in good order, and the floors, framing &c. cleaned and coated with cement wash. The bilges in the shaft tunnel have also been cleaned out and examined, and the floors &c. cleaned and coated.

The sides of the holds have been sealed and painted, the bunkers sealed and coated with black varnish, and the main deck stringers in the port bunker repaired and three angle iron stiffeners to the bulkhead at the fore end renewed, the fore and after peaks examined, sealed and coated with cement wash, the lining removed from the sides of the forecabin and the sides sealed and painted.

The main deck has been entirely renewed with white pine 4" x 5".

The main deck waterways have been wholly renewed on the port side, and renewed on the starboard side from the fore rigging to right forward.

The ^{raised quarter} ~~port~~ deck has been repaired in places where required.

The rail round the latter repaired and renewed in places, and the main rail renewed on the port side in way of Nos. 2 & 3 gangways.

The starboard house pipe has been repaired.

The masts, spars &c. have been examined and the fore jib and main boom renewed & fore stay bolt and shackle renewed.

All the standing rigging has been renewed.

The chain cables have been ranged and examined, and 270 ft. found complete and in good order.

To complete the special survey the five floor spaces on the starboard side and the six on the port side under the fresh water tanks at the fore end of the fore hold remain to be examined, and for this purpose it will be necessary for the tanks to be removed.

Chas. H. Jordan