

REPORT of SURVEY for REPAIRS, &c.

No. 50816 Date of Writing Report June 30th 1890 Port of London
 No. in Survey held at London Date, First Survey May 5th Last Survey June 30th 1890
 Reg. Book 3879 on the Iron Sailing Bk. "THOMAS BELL" Master J. Kennison

TONNAGE:—
 NET 838 Built at St. Glasgow By whom J. Reid & Co. When 1863
 GROSS 838 Owners Mr. J. Emerton Port belonging to Liverpool
 UNDER DK. 789 Owners' Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Both Name of Dock Blkmell St. Dry Dk. Destined Voyage not found
 Length of Poop 10 ft. of Forecastle 10 ft. of Raised Or. Deck 10 ft. Moulded Depth 10 ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 34263 Port Liv N.D. 79 S.P. Sld. No. 3-2.89 4.89
 (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 (if assigned) as painted on Ship in Winter ft. ins.
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs.

This vessel which is reported to have been damaged by the shifting of her cargo of nitrate, owing to stress of weather experienced some various damages, but more especially on the 24th, 25th, 26th and 27th of February 1890, whilst on a voyage from Genoa to Falmouth, was examined in dry dock and afloat when the following repairs, consequent upon the damage sustained, were executed:

The vessel was placed in dry dock for external examination; the whole of the Lower Deck Beams and Half Beams, 15 were found framed, the gunwale Bars, Stringers and Tie plates; earlings and crossmings, also the deck planks, Lower Hold and Green St. Pillars all of which, from the Chain Lockers to the after side of the main mast (a length of about 50 ft.), were found bent and broken or otherwise destroyed, the deck in the way of the main hatch being

PRESENT CONDITION OF THE	Plank (Bottom) & Counter	Ceiling (where expd.)	Boats
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Waterways <u>Good</u>	Wooden Rivets <u>Good</u>	Rudder <u>Good</u>	Masts, Yards, &c. <u>Good</u>
umings <u>Good</u>	Breasthooks & Stemson <u>Good</u>	Windlass & Capstan <u>Good</u>	Condition, how ascertained <u>from Deck</u>
Up'r Dk. Beams & Fastenings <u>Good</u>	Transoms, Pointers, & Crutches <u>Good</u>	Pumps <u>Good</u>	Sails (pt. Seen) <u>Good</u>
Low'r Dk. Beams & Fastenings <u>Good</u>	Timbers of Frame at the openings <u>Good</u>	Cement (if Iron Ship) (where Seen) <u>Good</u>	Anchors No. of <u>3 B; 1 S; 2 L</u>
Plank sheers <u>Good</u>	Ditto ditto at other places <u>Good</u>	Caulking of Bot'm, D'k, & Watrways <u>Good</u>	Cables <u>Reported Complete</u>
Sheerstrakes <u>Good</u>	Keelsons <u>Good</u>	<u>Good</u>	Hawsers & Warps <u>Good</u>
Topsides <u>Good</u>	Clamps & Shelves <u>Good</u>	<u>Good</u>	Standing & Running Rigging <u>Good</u>
Wales <u>Good</u>			
Engine Room Skylights <u>Good</u>	Coal Bunkers, Openings, Lids, &c. <u>Good</u>	Scuppers <u>Good</u>	Cargo & Main Hatchways <u>Good</u>
			Hatches <u>Good</u>

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now, as far as can be seen, in good and efficient condition and all necessary repairs having been duly executed, I would respectfully submit that she is eligible to remain as classed and to have the notation: *A1 6-90 recorded in the Register Book.

Survey Fee (if chargeable) per Scale I., Sec. 27...	£ — : — :	Fees applied for, <u>30/6/90</u> Received by me, <u>1/9 1890</u> <u>as</u>
Office Fee (if chargeable) per Scale II., Sec. 27...	£ — : — :	
Survey Fee (per Section 28)	£ 5 : 5 :	
Special on Damage, Fee (if any) (per Sec. 28) ...	£ — : — :	
*Certificate (if required) to be sent as per margin	£ — : 5 :	
Travelling Expenses (if chargeable)	£ — : — :	
Second Surveyor's Fee (if any)	£ — : — :	

Committee's Minute TUE - 1 JUL 90
 Character assigned *A1 dup 90

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



Lloyd's Register Foundation

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being deflected to the extent of about 18 in., were cut out, removed and repaired as required. One upper deck beam at the after end of the Main Hatchway, found fractured in two places, was removed, welded and put back; the whole of the iron work in the way of the damage was cleaned and re-coated; the Main mast wedges, found started, were overhauled and re-fitted; the upper deck was re-caulked ^{where required.}; other necessary repairs to masts and hatches on lower deck were also executed and the vessel was otherwise put in a thoroughly good and efficient condition.

In addition to the foregoing and exclusively of the damage sustained, the bottom which was found in good order was cleaned and re-coated.

Henri Wilkinson

30. 6. 90