

REPORT of SURVEY for REPAIRS, &c.

51056

No. 1625 Date of Writing Report 27th August 1890 Port of London
 No. in Reg. Book 1625 Survey held at London Date, First Survey 25th July Last Survey 22nd August 1890
 on the Wood Bn. "Crossowen" (ex. Omega) Master J. Brazier 88-89
 (No. of Visits 12) YEAR. MONTH.

TONNAGE:—
 NET 234 Built at Grangemouth By whom Adamson When 1878 5th
 GROSS 244 Owners Thom & Cameron (Lim.) Port belonging to Glasgow
 UNDER DK. 219 Owners' Address
 (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock In Dry Dock Name of Dock Millwall Dry Dock? late Carters Destined Voyage Trinidad
 Length of Poop 11 ft.: of Forecastle 11 ft.: of Raised Or. Deck 11 ft.: Moulded Depth 11 ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 49148 Port Lon H. T. Lon. 25 2.89
 Cause of the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard
 Repairs account of Damage should be separated from Repairs due to other causes. State also the dates and Initials
 of any repairs respecting this case.) as painted on Ship) in Summer ✓ ft. ✓ ins.
) in Winter ✓ ft. ✓ ins.

REPAIRS OR EXAMINATION AS PER RULE, FOR Continuation - Section 54 Survey No. 2.

This vessel has been placed in dry dock. The yellow metal sheathing stripped. The outside planking from the light water-mark upwards brightened. The hold, air courses and timbers cleared. The treenails removed in one strake of the topsides on each side. Two planks on each side above the wales, and a plank in each bow & in each buttock removed. Treenails driven out from alternate frames between the upper edge of the wales and the light water-mark. Bolts driven out as per Rule. A new listing of ceiling cut out of the ceiling in the range of the floor-heads, at each end of the hold on each side for one-fifth the length of the vessel, and for the remaining three-fifths of the vessel's length, treenails driven out from alternate frames at the bilges. A strake of deck next the waterways on each side, taken up, and the beam ends examined and found in good condition. Listings cut in the covering board between the stanchions, and the vessel resaltered, including the keelson. The windlass unhung and its wood lining sufficiently stripped for examination. The chain cables ranged. The masts and spars examined and all other requirements of the Rules complied with.

PRESENT CONDITION OF THE							
Decks	good	Plank (Bottom) & Counter	good	Ceiling	good	Boats	good
Waterways	D ^o	Treenails or Rivets	D ^o	Rudder	D ^o	Masts, Yards, &c.	D ^o
Gomings	D ^o	Breasthooks & Stemson	D ^o	Windlass & Capstan	D ^o	Condition, how ascertained	by exam ⁿ
Up'r Dk. Beams & Fastenings	D ^o	Transoms, Pointers, & Crutches	D ^o	Pumps	D ^o	Sails	good
Low'r Dk. Beams & Fastenings	D ^o	Timbers of Frame at the openings	D ^o	Cement (if Iron Ship)	D ^o	Anchors	No. of 3 B. 1 S. 1 K
Plank-sheers	D ^o	Ditto ditto at other places	D ^o	Caulking of Bot'm, D'k, & Watrways	D ^o	Cables	180 fms - good
Sheerstrakes	D ^o	Keelsons	D ^o	Copper or Y.M.	D ^o	Hawsers & Warps	good
Topsides	D ^o	Clamps & Shelves	D ^o	(State if on Felt.) yes		Standing & Running Rigging	D ^o
Wales	D ^o			When put on	1890	Hatches	D ^o
Engine Room Skylights		Coal Bunker, Openings, Lids, &c.		Scuppers	good	Cargo & Main Hatchways	good

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

This vessel is in good and efficient condition, and the requirements of the Rules for Continuation 2nd survey Section 54 having been complied with, she is eligible in our opinion to be Continued 8 years A.1 from May 1890.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	2	: 0	: 0
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	:
Survey Fee (per Section 28)	£	7	: 0	: 0
Special on Damage, Fee (if any) (per Sec. 28)	£	:	:	:
*Certificate (if required) to be sent as per margin	£	0	: 5	: 0
Travelling Expenses (if chargeable)	£	:	:	:
Second Surveyor's Fee (if any)	£	:	:	:

Fees applied for,
 28/8 1890

Received by me,
 30/8 1890

J. H. Truscott
 G. Stanbury
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute FRI 29 AUGUST 1890
 Character assigned Cont 8 A.1 from 5, 90

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The planks removed for survey have been renewed of pitch pine. The keennails that were driven out for examination, as per Rules, have been renewed of locust. On account of defect, a short plank on starboard side below water renewed of pitch pine. The throat bolt and the next bolt below it renewed of galvanized iron in the deck beam hanging knees. The chain bolts on starboard ^{side} at fore rigging renewed of galvanized iron - one chain plate renewed gone refitted. Two lengths of raised quarter deck waterway right aft and two bulwark stanchions on the port quarter renewed of English oak. The mooring chock on port quarter refitted. Three stanchions in hold refitted. The bottom of vessel recaulked and reeathed with yellow metal over felt. The topsides recaulked. The decks recaulked where necessary. The fore lower topsail yard renewed of pine.

J. St. Truscott.

G. Stanbury

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