

# REPORT of SURVEY for REPAIRS, &c.

No. *313* Date of Writing Report *Sept. 30<sup>th</sup> 1890* Port of *London*  
 No. in Reg. Book *313* Survey held at *London* Date, First Survey *Aug. 30<sup>th</sup>* Last Survey *Sept. 1890*  
 Master *Jas. Smith*

TONNAGE:—  
 NET *887*  
 GROSS *1366*  
 UNDER DK. *1114*  
 Built at *Middlesbrough* By whom *R. Crapp & Son* When *1882*  
 Owners *The Demerara & Berbice S.S. Co.* Port belonging to *London*  
 Owner's Address *(if not already recorded in Appendix to Register Book.)*

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Bridge St.* Destined Voyage *Demerara*  
 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 *100 A1*  
 Last Survey, No. *35453* Port *Riv. S.S. Lon. No. 1-89*

(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) as painted on Ship)  
 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 *Damage Repair and S.S. No. 3.*

*This vessel which is reported to have struck heavily on the bar, when leaving Charleston U.S. July 17<sup>th</sup> 1890, was placed in Dry Dock when the following repairs, consequent upon the damage sustained, were executed:*

*Water B. Tanks and Bilge, throughout, cleared for examination; Bunkers cleared; ceiling on top of Tank lifted; a sufficient number of tank top plates in way of main hold and cross Bunkers removed to facilitate repairs and the whole of the cement in main B. Tank, also several bags of same under machinery and in fore & after Bunkers ground broken and disturbed, renewed. About 150 shell rivets in the feet of the bottom, also 40 rivets in keel & stern post, ground broken & started, cut out and renewed; several laps & seams of shell in bottom and at bilge re. riveted & caulked; the*

PRESENT CONDITION OF THE	Good	Bad	Good	Good	Good	Good
Decks	Good		Plank (Bottom) & Counter	Good	Ceiling	Good
Waterways	Good		Treatment of Rivets	Good	Rudder	Good
Comings	Good		Breasthooks and Stems	Good	Windlass & Capstan	Good
Up'r Dk. Beams & Fastenings	Good		Transoms, Ribs, & Crutches	Good	Pumps	Good
Low'r Dk. Beams & Fastenings	Good		Timbers of Frame at the opening	Good	Cement (if Iron Ship)	Good
Plank sheers	Good		Plank ditto at other places	Good	Caulking of Bot'm, D'k, & Watrways	Good
Sheerstrakes	Good		Keelsons	Good	Copper on Bot'm (if Iron Ship)	Good
Topsides	Good		Clamps & Shelves	Good	When put on	Good
Wales	Good					
Engine Room Skylights	Good		Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good
					Cargo & Main Hatchways	Good

General Observations, Opinion as to Class, Recommendation, &c. *This vessel is now in good and efficient condition and all necessary repairs having been executed and the whole of the requirements of the Rules for the Special Survey No. 3 having been fully complied with, I would respectfully submit that she is eligible to remain as classed & to have the notation:*

Entry Fee (if chargeable) per Scale I, Sec. 27...	£ - : -	<i>"S.S. Lon. No. 2.90 100 A1 2.90"</i> as entered in the Register Book. Fees applied for, 2/10/ 1890 Received by me, 3/10/ 1890 <i>Chas. W. Taylor</i>
Office Fee (if chargeable) per Scale II, Sec. 27...	£ - : -	
Survey Fee (per Section 28) .....	£ 5 : 10	
Special on Damage, Fee (if any) (per Sec. 28)...	£ 6 : 6	
Certificate (if required) to be sent at per margin	£ - : -	
Travelling Expenses (if chargeable) .....	£ - : -	
Second Surveyor's Fee (if any) .....	£ - : 10	

Committee's Minute  
 Character assigned *100 A1 ss No 2-90*  
*+ S.M.C. 9.90*



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lifted for examination of main piece and joints and the bottom which was found badly scrubbed & scored, on both sides, cleaned & painted.

Tank top plates in main hold & bunks put back, one having to be part renewed. Top of tanks scraped & re-coated, tanks tested by water pressure as per rule requirements and ceiling re-laid as before. — Pumps, sluices, sounding & suction overhauled and re-filled. (See also Damage Survey, Sept. dated 20.9.90.)

For the Special Survey No. 2:

In addition to the foregoing and exclusively of the damage sustained:

The sides of holds, tween decks, beams, bunks and chain lockers were thoroughly scraped, sealed where required and painted throughout — Decks boxed, examined and found good except a portion of the Bridge deck, (abt. 16 lengths of planks aside) which were taken out and renewed.

The mast wedges removed as per Rules; Masts, Spars and Rigging examined aloft and found good — Anchors and cables, viz: 270 faths. of 1 9/16" ranged & found complete and in good order. — Windlass, Steering Gear, Boats, Sails and general outfit also examined and found good and the vessel, in every respect, put, throughout, in good and efficient condition.

Henri Wilkinson

31.9.90