

# REPORT of SURVEY for REPAIRS, &c.

No. 1487 Date of Writing Report 6<sup>th</sup> Oct<sup>r</sup> 1890 Port of London  
 No. in Reg. Book 1487 Survey held at London Date, First Survey 2<sup>nd</sup> Sept<sup>r</sup> 1890 Last Survey 29<sup>th</sup> Sept<sup>r</sup> 1890  
 Master J. W. Steel 88-90

TONNAGE:— NET 946 GROSS 946 UNDER DEK. 946  
 Built at Dumbarton By whom A. M. Millan & Son When 1876  
 Owners J. Stewart & Co Port belonging to London

Owner's Address (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat or in Dry Dock In Dry Dock Name of Dock Poplar Destined Voyage Brisbane.

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. 5  
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 2255 Port Itm S. S. Lon. N<sup>o</sup> 3-389.  
 (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, OR EXAMINATION AS PER RULE, FOR Repair of damage.

According to report N<sup>o</sup> 2255 of survey held at Queenstown in August/90, the following is required to be done viz: indented plates in bottom to be faired & otherwise made good, fifteen fathoms of fourteen inch coir rope, one lower anchor, fifteen fathoms of chain cable, stream anchor & thirty fathoms of stream chain to make good.  
 Now done — the vessel placed in dry dock and the bottom examined. On the starboard side forward, two plates of the strake next garboard strake refitted & one faired in place, one plate of the garboard strake faired in place. The rudder lifted & lower pinbolt rebushed. One standard to rudder gear repaired & refitted. 15 fathoms of 14" coir spring new. One lower anchor supplied — weight ex. stock 30-0-2 — proof strain 28-14-1-14 — D. J. Lewis Sup<sup>dt</sup> — Netherpton 4<sup>th</sup> Sept<sup>r</sup> 1892. Weight ex. stock required by Rules 30 cwt.  
 Stream anchor supplied — weight ex. stock 9-2-21 — proof strain 11-15-2-14 — J. Harkness Sup<sup>dt</sup> — Sunderland 17<sup>th</sup> July 1894. Weight ex. stock required by Rules 9 1/2 cwt.  
 15 fathoms of chain cable (stud link) supplied — size 1 3/4 inches — breaking strain 7 1/2 tons — tensile strain 55 1/2 tons — J. Harkness Sup<sup>dt</sup> — Sunderland 28<sup>th</sup> Feb<sup>r</sup> 1890. Size required by Rules 1 3/4 inches.

PRESENT CONDITION OF THE		Boats	
Decks	good	Boats	good
Waterways	Do	Masts, Yards, &c.	Do
Comings	Do	Condition, how ascertained	from deck
Up'r Dk. Beams & Fastenings	Do	Sails	part seen — good
Low'r Dk. Beams & Fastenings	Do	Anchors	No. of <u>3 B. 1 S. 2 K.</u>
Planksheers	Do	Cables	part seen — good
Sheerstrakes	Do	Hawsers & Warps	good
Topsides	Do	Standing & Running Rigging	Do
Wales	Do		
Engine Room Skylights	Good	Scuppers	good
Coal Bunkers, Openings, Lids, &c.	Good	Cargo & Main Hatchways	good
Hatches	Do		

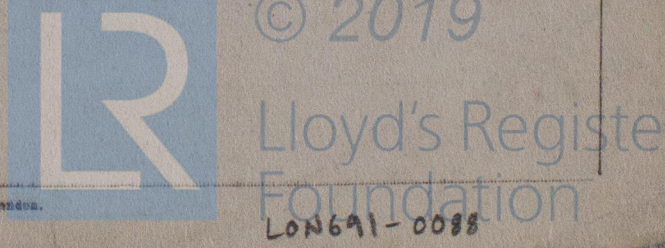
General Observations, Opinion as to Class, Recommendation, &c.:

This vessel is in good and efficient condition, eligible in my opinion to remain as classed, and to have record of survey "9.90".

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28) .....	£	2	0	0
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  
 Character assigned 100A1

Received by me, J. H. Truscott.  
 Surveyor to Lloyd's Register of British & Foreign Shipping.





51204 Lon

the Rules  $1\frac{3}{4}$  inches. 30 fathoms  $8\frac{1}{2}$  foot of stream chain supplied - size  $\frac{15}{16}$  inch -  
stud link - breaking strain  $23\frac{7}{10}$  tons - tensile strain  $15\frac{8}{10}$  tons - E. R. Salt  
Sup<sup>t</sup> Dipton 16<sup>th</sup> Feb<sup>r</sup> 1884. Size required by the Rules  $\frac{15}{16}$  inch. 75 fathoms  
of  $3\frac{1}{2}$ " galvanized steel wire hawser supplied - guaranteed by the Manufacturers  
Binks Bros. of Millwall 23<sup>rd</sup> Sept<sup>r</sup> 1890 that it will bear a strain of 26 tons  
without breaking. Part of the prop deck right aft at the middle line recaulked.

J. H. Truscott.

N.B.-If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

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