

# REPORT of SURVEY for REPAIRS, &c.

No. 51322 Date of Writing Report Nov 21<sup>st</sup> 1890 Port of London  
 No. in Reg. Book. 102 Survey held at London Date, First Survey 6<sup>th</sup> Nov Last Survey Nov 21<sup>st</sup> 1890  
 on the Baymouth Castle Iron S/s. Master Nelson YEAR 90 MONTH 90

TONNAGE:—  
 NET 1172 Built at Glasgow By whom Barclay Currie & Co When 1877-3  
 GROSS 1827 Owners D. Currie & Co Port belonging to London  
 UNDER DECK 1790 Owner's Address C. Furness & Co  
 If Surveyed Afloat or in Dry Dock Afloat Name of Dock E D W Destined Voyage Porter  
 Length of Poop ft. 2 of Forecastle ft. 2 of Raised Or. Deck ft. 2 Moulded Depth ft. 2 ins. 2

Last Survey, No. 51055 Port London SSC In No 2-86  
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. 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.)  
 Society's Freeboard (if assigned) in Summer ft. 2 ins. 2  
 as painted on Ship in Winter ft. 2 ins. 2

REPAIRS, OR EXAMINATION AS PER RULE, FOR S. S. No 3 completion.  
 The coal Bunker on port side of Engine Room was cleared and the ceiling lifted, the iron work sealed and coated & the ceiling relaid.  
 The fore cross Bunker was cleared and the ceiling lifted and the iron work sealed and coated. ceiling relaid.  
 The <sup>cross</sup> Bunker between Engine and Boiler space fitted as a Deep Ballast Tank has now had the filling pipe & valve removed in order to avoid the necessity of filling and testing this tank as required by the Rules. It is submitted that the record in the Register Book be cut out.  
 The Special Survey No. 3 is now fully completed as required by the Rules.  
 The cabins in after part of the vessel have now been rebuilt as previously fitted. Solid hatches fitted to over

PRESENT CONDITION OF THE					
Decks	Good	Blank (Bottom) & Counter	Good	Ceiling	Good
Waterways		Treenails or Rivets		Rudder	
Comings		Breasthooks and Stemson		Windlass & Capstan	
Up'r Dk. Beams & Fastenings		Transoms, Pointers, & Crutches		Pumps	
Low'r Dk. Beams & Fastenings		Timbers of Frame at the opening		Cement (if Iron Ship)	
Planksheers		ditto at other places		Caulking of Bot'm, D'k, & Watrways	
Sheerstrakes		Keelsons		Copper, or Y.M. (State if on Felt.)	
Topsides		Clamps & Shells		When put on	
Wales					
Engine Room Skylights		Coal Bunker, Openings, Lids, &c.		Scuppers	
				Cargo & Main Hatchways	Good
				Hatches	

General Observations, Opinion as to Class, Recommendation, &c.:  
 This vessel now appears to be in a sound & efficient condition eligible in my opinion to remain as classed and to have the Special Survey No 3 recorded. with last date of Survey 11/90 also Change of owners to be noted

Entry Fee (if chargeable) per Scale I., Sec. 27...  
 Office Fee (if chargeable) per Scale II., Sec. 27...  
 Survey Fee (per Section 28)...  
 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) ...  
 Fees applied for, 18  
 Received by me, 18  
Edward John Tierney  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute  
 Character assigned 100 A1  
 SS No: 3-8/90  
 Lloyd's Register  
 ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Gower Road, London.



51322 Lon

Fore & main Hatches also the Leak companions  
forward were removed leaving the coamings  
which were filled up with 3" boards. & caulked  
in.

Edward J. Turner.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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