

REPORT of SURVEY for REPAIRS, &c.

No. *51546* Date of Writing Report *4th Feb* 1891 Port of *London*
 No. in Reg. Book. Survey held at *London* Date, First Survey *29th Jan* Last Survey *3rd Feb* 1891
 (No. of Visits *One*) Master *H. James*

407 on the *Iron Screw Steamer* **ERL KING**
 TONNAGE:— NET *1418* GROSS *2193* UNDER DK. *1523*
 Built at *Glasgow* By whom *A. & J. Inglis* When *1865* 9
 Owners *W. Rose & Co.* Port belonging to *Glasgow*
 Owner's Address
 (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Victoria Dock* Destined Voyage *New Orleans via Swansea*
 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.)

Last Survey, No. *50903* Port *London* *S.S. No. 3-9, 81* + LMC *5.28* *Classed* *Spun date* *100 A1*
S.S. No. 1-86 + NE *B 91* *5.88*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard 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.)
 in Summer *ft.* ins. in Winter *ft.* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage*

This Vessel has been examined in the Victoria Dock and afloat in the Victoria Dock, and in consequence of damage sustained through stress of weather experienced whilst crossing the Atlantic on the 27th Dec. 1890 on her voyage from New Orleans to Bremen, and through coming into contact with ice whilst proceeding up the River Weser on the 11th & 12th Jan. 1891 and foundering in the River on the latter date on the above voyage, has now undergone the following repairs, viz:—

The figure head repaired and refastened, the wood casings over the steam which pipes and iron chains to same along the starboard side forward repaired, keelson of the iron band rail stanchions on each side of the vessel aft refastened, and portions of the wash boarding along the port side and round the port operation made good where damaged, No. 4 hand bilge pump on the upper deck repaired, a portion of the sounding tube to No. 4 hold renewed, and its deck flange refastened, and the frames of twenty-six of the twelve deck scuttles repaired and planes renewed where broken.

PRESENT CONDITION OF THE			
Decks	<i>Good</i>	Blank (Bottom) & Counter	<i>Good</i>
Waterways	<i>Good</i>	Trunnions or Rivets	<i>Where seen good</i>
Comings	<i>Good</i>	Breasthooks and Stemson	<i>Not seen</i>
Up'r Dk. Beams & Fastenings	<i>Where seen good</i>	Transoms, Pointers, & Crutches	<i>Good</i>
Low'r Dk. Beams & Fastenings	<i>Good</i>	Timbers of Frame at the opening	<i>Where seen good</i>
Plank sheers	<i>Good</i>	Ditto ditto at other places	<i>Good</i>
Sheerstrakes	<i>Good</i>	Keelsons	<i>Good</i>
Topsides	<i>Good</i>	Clamps & Shelves	<i>Good</i>
Wales	<i>Good</i>	Ceiling	<i>Where seen good</i>
Engine Room Skylights	<i>Good</i>	Rudder	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Windlass & Capstan	<i>Good</i>
Scuppers	<i>Good</i>	Pumps	<i>Good</i>
Cargo & Main Hatchways	<i>Good</i>	Cement (if Iron Ship)	<i>Not seen</i>
Hatches	<i>Good</i>	Caulking of Bottom, D'k, & Watrways	<i>Good</i>
		Copper, or Y.M. (State if on Felt.)	<i>Good</i>
		When put on	<i>Good</i>
		Boats	<i>4</i>
		Masts, Yards, &c.	<i>Good</i>
		Condition, how ascertained	<i>From deck</i>
		Sails	<i>Good</i>
		Anchors	<i>No. of 38, 15, 24</i>
		Cables	<i>See remarks</i>
		Hawsers & Warps	<i>Good</i>
		Standing & Running Rigging	<i>Good</i>

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

The Vessel, so far as seen, is in good condition, and as the 60 fathoms of 1 1/4" Chain Cable being supplied, with Certificate of Test, she will be eligible in my opinion to remain as classed and to have record of Survey 2, 91.

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)....	£	3	3	0
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	
Committee's Minute				
Character assigned				

Deferred
22-4-91
White
Ort. Adm. 6/7/91
 Fees applied for, *5.21* 1891
 Received by me, *22/4* 1891
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 TUES. 12 MAY 1891
 Lloyd's Register Foundation
 LON 692-0067

The upper part of the rudder plating on each side renewed. A second hand Testman's Brown Anchor supplied in place of one lost with Certificate of Test, of which the following are particulars. — No. of Cert. 7832, Low Walker, 22 March 1883, Iron Stocked Testman's Anchor 34.2.14, Strain 7.0.0. Proof Strain 32.1.3.14, mark 3.82. LPH-LW B&T, Maker's name Jas. Abbott & Co. Lin. (Syl.) Robert Burrell Sage.

Sixty fathoms ^{second haul} of Chain Cable have been supplied to replace that quantity lost, but on comparing the size with that stated in the Certificate viz $1\frac{1}{4}/16$ it was found that it was worn to $1\frac{1}{2}/16$, and the undersigned declined to pass it. The Vessel was under orders to sail the following day and the owners could not possibly obtain another 60 fathoms of Cable of the size required viz $1\frac{1}{4}/16$ by that time, they have therefore requested to be allowed to let the sixty fathoms remain in the ship during her present intended voyage to New Orleans, and have undertaken in their letter attached to change it for sixty fathoms of new Cable of the required size on her return to London. The Certificate of the sixty fathoms now supplied is attached and should be returned to the owners when the new cable is supplied. *

FROM THE CROSS TO THE MARGIN.

Apert from damage. The lower portions of the rudder plating on each side found to be much worn have now been renewed, a number of bolts in the bottom plating re cemented, and a metal flange fitted to the donkey blow off on the starboard side.

The Vessel has now been measured for fuelboard by Mr. Sturges.

Chas. H. Jordan

* This Certificate returned to Nelson Lamb, Beal & Son at their request on the 14th July, 1891. Received this Certificate from W. Judson
C. H. J. Lamb Beal & Son

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