

# REPORT of SURVEY for REPAIRS, &C.

51866

No. 51866 Date of Writing Report May 11<sup>th</sup> 1891 Port of London Received in London Office TUES. 12 MAY 1891  
 No. in Reg. Book 357 Survey held at London Date, First Survey May 5<sup>th</sup> Last Survey May 7<sup>th</sup> 1891  
 on the Steel Screw Steamer "Hirondelle" Master \_\_\_\_\_ (No. of Visits) 2 YEAR. MONTH.

TONNAGE:—  
 NET 817 Built at Dundee By whom Gourlay Bros. & Co. When 1890  
 GROSS 1607 Owners General Steam Nav. Co. Port belonging to London  
 UNDER DEK. 1198 Owner's Address \_\_\_\_\_  
 (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat or in Dry Dock Afloat Name of Dock River Destined Voyage \_\_\_\_\_  
 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. 51390 Port Lon Classed + I.M.C. 690. Character in Register Book + 100.A.1  
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard) in Summer \_\_\_\_\_ ft. ins.  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials (if assigned) as painted on Ship) in Winter \_\_\_\_\_ ft. ins.  
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of Equipment.

*See London Report No. 51390, in which it states that one lower anchor and thirty fathoms of chain cable are stated to have been slipped, these have now been renewed as follows.*

Certificate No. 29329 - Netherton Feb. 14<sup>th</sup> 1891  
one lower anchor, weight on stock 29. 3. 10, Test 28. 10. 2. 14  
Rule, Anchor. (x) 30. 0. 0  
15 fathoms Chain cable 1 3/4, Test 77 1/2 Tons & 55 1/2 Tons - Cert. No. 21167  
Rule 1 3/4 - 77 1/2 - 55 1/2 "  
15 fathoms do 1 3/4 - 77 1/2 - 55 1/2 - Cert. No. 21168  
Rule 1 3/4 77 1/2 55 1/2  
Signed J. G. Lewis.

PRESENT CONDITION OF THE		Boats	
Decks	Plank (Bottom) & Counter	Ceiling	Boats
Waterways	Treenails or Rivets	Rudder	Masts, Yards, &c.
Comings	Breasthooks and Stemson	Windlass & Capstan	Condition, how ascertained
Up'r Dk. Beams & Fastenings	Transoms, Pointers, & Crutches	Pumps	Sails
Low'r Dk. Beams & Fastenings	Timbers of Frame at the openings	Cement (if Iron Ship)	Anchors No. of <u>3B. 15. 2H</u>
Planksheers	Ditto ditto at other places	Caulking of Bot'm, D'k, & Watrways	Cables <u>Complete</u>
Sheerstrakes	Keelsons	Copper, or Y.M. (State if on Felt.)	Hawsers & Warps
Topsides	Clamps & Shelves	When put on	Standing & Running Rigging
Wales			
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers	Cargo & Main Hatchways
			Hatches

General Observations, Opinion as to Class, Recommendation, &c. :  
*The equipments being now complete the vessel is eligible in my opinion to remain as classed with alteration in date of last survey.*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for, 18 Received by me, 18
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) .....	£	:	:	

R. J. Johnson  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute TUES. 26 MAY 1891  
 Character assigned Remain as classed

State if a Report is also sent on the Machinery of the Ship

Insert Character precisely as in Register Book.

\* Certificate to be sent to  
 [Form No. 2 for Reports—10000—6/1/91—Transfer Ink—T & S.]  
 The Surveyors are requested not to write on or below the space for Committee's Minute.

With regard to the Centre Stand of Windlass which was broken and temporarily repaired, I have been informed that the repairs having proved to be of such an efficient character that it is not proposed to renew the Centre stand at the present time.

Robert J. Johnson

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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