

REPORT of SURVEY for REPAIRS, &C.

No. *52061* Date of Writing Report *July 7th 1891* Port of *London* Received in London Office, *WED. 8 JUL 1891*
No. in Reg. Book. *1* Survey held at *London* Date, First Survey *March 18th 1891* Last Survey *July 4th 1891*
998 on the *Iron screw steamer Cousins Arbit* (No. of Visits *10*) Master *H. Harvig*

TONNAGE:—
NET *1647* Built at *Middlesboro* By whom *R. Dixon & Co* When *1882* MONTH. *11*
GROSS *2147* Owners *C & E. Arbit* Port belonging to *London*
UNDER DK. *1979* Owner's Address *51. Gracechurch st*
If Surveyed Afloat or in Dry Dock *in Dry dock* Name of Dock *Blackwall point* Destined Voyage *Italy*
Length of Poop *11* ft.: of Forecastle *11* ft.: of Raised Or. Deck *11* ft.: Moulded Depth *11* ft. ins. *11*
(if these particulars are not yet recorded in the Register Book.)

Last Survey No. *7282* Port *Off* + *L.M. 6-2-87* Classified *SS Lw 7-1-87* + *100 Q. 7-90*
(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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *S.S. Lw 2 (in part)*
This vessel has been examined in the Blackwall Point dry dock and afloat in the West India dock; the bottom found in good condition has been cleaned and coated.
The rudder plating found to be worn thin at the edges, recommended a shoe piece be fitted 6ft long and securely rivetted. the rudder to be lifted and pintles rebushed, this work has been satisfactorily carried out.
The holds have been examined and found in a very sealy and rusty condition, have now been sealed and painted, all benches straightened.
The ceiling has all been lifted from top of tanks which have been examined inside found in good condition and scraped & coated with cement wash inside they have also been tested with a head of water to the height of light-water line the tops tarred and cemented.
The cement throughout has been examined and found in good condition.

PRESENT CONDITION OF THE			
Decks	<i>good</i>	Plank (Bottom) & Counter	<i>good</i>
Waterways	<i>"</i>	Treenails or Rivets	<i>"</i>
Comings	<i>"</i>	Breasthooks and Stemson	<i>"</i>
Up'r Dk. Beams & Fastenings	<i>"</i>	Transoms, Pointers, & Crutches	<i>"</i>
Low'r Dk. Beams & Fastenings	<i>"</i>	Timbers of Frame at the openings	<i>—</i>
Planksheers	<i>—</i>	Ditto ditto at other places	<i>—</i>
Sheerstrakes	<i>"</i>	Keelsons	<i>"</i>
Topsides	<i>"</i>	Clamps & Shelves	<i>"</i>
Wales	<i>—</i>	Coal Bunker, Openings, Lids, &c.	<i>"</i>
Engine Room Skylights	<i>"</i>	Scuppers	<i>good</i>
		Cargo & Main Hatchways	<i>good</i>
		Hatches	<i>"</i>

General Observations, Opinion as to Class, Recommendation, &c.: As far as seen this vessel now appears in a good & efficient condition, eligible in our opinion to remain as classed and to have S.S. Lw 2-91 when the survey has been completed as above and new date of 7.91

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for,
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	9/7 1891
Survey Fee (per Section 28)	£	6	0	Received by me,
Special on Damage, Fee (if any) (per Sec. 28)....	£	:	:	15-7 1891
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Shar	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute *17 JUL 1891* Character assigned *Deferred for*
BS 7/91 *Deferred for* *Completion of No. 2*
Rat to Off 17/7/91
ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

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In the after tank the longitudinal girders have been riveted to the tops of the floors. The main deck and tie plates and angle irons alongside boiler casing and on the bridge deck were found worn through and have now been renewed.

The doorways to bridge front have been permanently closed up.

The lower side bunkers alongside of boilers have been cut away.

* It was found necessary to redock the vessel to renew a number of rivets in the holds and bunkers that were found broken while clipping. About fifty rivets thus renewed. Also 24 in main hold ^{bulkhead} fore man clipped & recoated.

* The bottom recoated in good condition.

To complete the survey the engine and boiler space requires to be cleared for examination, and the floors etc scaled, and the ships sides in below the tween deck stringer in way of boilers.

W. H. Gray