

REPORT of SURVEY for REPAIRS, &c.

No. 52480

Date of writing Report 14th Nov 1891 When handed in at Local Office 18 Port of London MON. 16 NOV 1891
No. in Survey held at London Date, First Survey 15th Sept^r Last Survey 7th Nov^r 1891
Reg. Book. 327 on the Iron Screw Steamer "Martin". (No. of Visits) Master

TONNAGE:- Built at Newcastle By whom C. Mitchell & Co^o When 1875
GROSS 468 Owners General Steam Navigation Co^o Port belonging to London.
UNDER DECK 337
NET 678
Owners' Address
(if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? In Dry Dock Name of Dock General Stm. Nav. Co^o Destined Voyage Hamburg.
WB=DBa tons; f tons; uE&B tons; CellDB tons; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
FPT tons; APT tons; MT tons.

Last Survey, No. 51573 Port Lon
(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)
REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 1.

This vessel has been placed in dry dock and the bottom examined. The holds and peaks examined. The timber boards and ceiling as per Rule, lifted. The coal bunkers cleared. Ceiling removed from the double bottom, and the tanks tested by a head of water to the height of the light water-line. The cement in the bottom of vessel examined. The windlass is of iron in good condition. The chain cables ranged - 240 fathoms. The masts and spars examined and all other requirements of the Rules complied with. The boilers have been removed and renewed. The floors in the boiler space have now been partly doubled - and several doubling angle bars to the frames at the middle line removed and renewed with longer and larger angle bars - on account of partial wasting. A few reverse frames (short) worked at the frames in the bunker space. Nearly the whole of the fore boiler room bulkhead and stiffeners to the same renewed. Cement repaired in the bottom where necessary. A large number of rivets holding down the

SUMMARY OF DAMAGE REPAIRS :— ✓ Plates, Paired or Repaired ; ✓ Frames, ditto. ✓ Plates, Renewed ; ✓ Frames, ditto. Other Repairs <i>ft. N.D. Bulkhead renewed.</i>									
PRESENT CONDITION OF THE									
Decks	<i>good</i>	Transoms, Pointers, & Crutches	<i>good</i>	Copper, or Y.M.	✓	Hatches	<i>good</i>		
Waterways	<i>Do</i>	Timbers of Frame at the openings	<i>Do</i>	(State if on felt.)	✓	Boats	<i>Do</i>		
Coamings	<i>Do</i>	Ditto ditto at other places	<i>Do</i>	When put on, Month	✓	Masts, Yards, &c.	<i>Do</i>		
Up'r Dk. Beams & Fastenings	<i>Do</i>	Keelsons	<i>Do</i>	Rudder	<i>good</i>	Condition, how ascertained	<i>by examⁿ</i>		
Low'r Dk. Beams & Fastenings	<i>Do</i>	Clamps, Shells & Stringers	<i>Do</i>	Windlass & Capstan	<i>Do</i>	Sails	<i>good</i>		
Plating	<i>Do</i>	Siding	<i>Do</i>	Pumps	<i>Do</i>	Anchors No. of	<i>3 B. 1 S. 2 K.</i>		
Mast	<i>Do</i>	Ceiling	<i>Do</i>	Engine Room Skylights	<i>Do</i>	Cables, length	<i>240 fms size 1 1/2"</i>		
Transoms or Rivets	<i>Do</i>	Cement or Asphalt (State which.)	<i>Do</i>	Coal Bunker, Open'gs, Lids, &c.	<i>Do</i>	(State if now ranged)	<i>yes.</i>		
Breasthooks & Stemson	<i>Do</i>	Tanks (State if now tested.)	<i>yes</i>	Scuppers	<i>Do</i>	Hawsers & Warps	<i>good</i>		
		Caulking of Bot'm, D'k, & Wat'rw'ys	<i>Do</i>	Cargo & Main H'tch'w'ys	<i>Do</i>	Standing & Running Rigging	<i>Do</i>		

General Observations, Opinion as to Class, Recommendation, &c.: -
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: - "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is in good and efficient condition, eligible in my opinion to remain as classed, and the requirements of the Rules for special survey No. 1 having been complied with, to be marked "L.S. Lon. No. 1-91," in the Register Book, and to have record of survey 11, 91.

Office Fee (if chargeable) per Scale II., Sec. 27 £ : : Fees applied for,
Survey Fee (per Section 28) £ : : 20/11 1891
Special Damage or Repair Fee (if any) (per Sec. 28.) £ 4 : 0 : Received by me,
Travelling Expenses (if chargeable) £ : : 8/12 91
Second Surveyor's Fee (if any) Star Maker £ 0 : 10 : 6
*Is Certificate now required?
Committee's Minute TUES. 24 NOV 1891
Character assigned 100A1

No. 1 re + NR 11/91 55 No 1-91 Sep 91
LMB 11/91 subject re Note record of 100A1
LON 694-0358

52480. Jan.

lank girders to the reverse frames renewed. Part of ceiling on top of double bottom renewed. One additional upper deck beam worked in the boiler space. One plate of upper deck stringer renewed on each side of vessel at the upper deck in way of boiler space & $\frac{7}{16}$ " deck plating worked in way of boilers. Bunker casing renewed where required. The galley floor renewed and the sides of galley repaired. The fore and aft carlings at No 2 hatch at lower deck refitted and one stout pillar worked each side under the same. The front of poop at each wing renewed. A new length of $\frac{1}{2}$ " plate and angle bar to poop deck worked each side of boiler opening. About 45 feet length of the after part of the upper deck renewed from the sides of hatchway outwards - and five planks on the fore side of bridge renewed on the port side - of pitch pine. Part of the poop deck and part of the bridge deck renewed of yellow pine. The forecastle, bridge and poop decks recaulked. Bunker coamings & hatches to same on each side of poop deck renewed. The starboard hawse pipe renewed. The mizen topmast renewed of pine. Two boats repaired. Part of one gangway door renewed. A new messenger chain wheel on port side of windlass fitted.

J. H. Truscott