

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24 Nov 1891. When handed in at Local Office 18 Port of London SA 28 NOV 1891

No. in Survey held at London Date, First Survey 2nd Nov Last Survey 16 Nov = 18
Reg. Book. 48 on the Iron s/s James Fricey Master Greenhigh

TONNAGE:— Built at Newcastle By whom Palmer Bros & Co. When 1863
GROSS 731 Owners J. Fenwick & Son Port belonging to London
UNDER DK. 647
NET 443 Owners' Address
(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Name of Dock Linekiln Dry Dock Destined Voyage Zyne

WB=DBa tons; f FPT tons; uE&B tons; CellDB tons; APT tons; MT tons.

Last Survey, No. 25563 Port RWC

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).		Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
CHARACTER.	For Special Survey.		
	Date of last Survey and of Periodical Surveys.		
<u>+</u>	<u>A 1-4, 91</u>		<u>B.S. 5, 90</u>
	<u>S. S. Iron No 3-4, 89</u>		<u>- 2 M.C. 5, 89</u>
			<u>- 1 N.E. 4 B 6, 85</u>

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage by collision

This vessel was cut into on the Starboard side forward in way of the fore peak bulkhead; Two bulwark, two sheer strake plates and one sheer strake doubling plate, one plate in the first strake below, two plates and the bulkhead liner plate in the second strake below and one plate in the third strake below sheer strake all renewed; nine frames and two reverse frames repaired; two main deck beams taken out faired repaired and replaced; one main deck stringer plate cut back and one plate renewed with a longer plate, one fore-caste stringer plate renewed, two lower deck stringer plates faired at the butt a doubling plate and new strap fitted, the stringer plate angle irons renewed. One fore-caste deck beam repaired. The main deck tie plates faired in place. Eight strakes of the fore-caste deck one length of water way Secover

SUMMARY OF DAMAGE REPAIRS: — Plates, Faired or Repaired: 9 Frames, ditto. 9 Plates, Renewed: — Frames, ditto. Other Repairs

PRESENT CONDITION OF THE		Transoms, Pointers, & Crutches		Copper, or Y.M. (State if on felt.)		Hatches	
Decks	<u>good</u>		<u>good</u>				<u>good</u>
Waterways	"	Timbers of Frame at the openings	"	When put on, Month	Year		Boats
Coamings	"	Ditto ditto at other places	"			<u>good</u>	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	"	Keelsons	"	Rudder			Condition, how ascertained
Low'r Dk. Beams & Fastenings	"	Clamps, Shelves & Stringers	"	Windlass & Capstan			Sails
Plating	"	Salting	<u>+</u>	Pumps			Anchors No. of
Planking	"	Ceiling	"	Engine Room Skylights			Cables, length
Treenails or Rivets	"	Cement or Asphalt (State which.)	<u>Both</u>	Coal Bunker, Open'gs, Lids, &c.			(State if now ranged)
Breasthooks & Stemson	"	Tanks (State if now tested.)	<u>No</u>	Scuppers			Hawsers & Warps
		Caulking of Bot'm, D'k, & Wat'rw'ys	"	Cargo & Main H'tchw'ys			Standing & Running Rigging

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."

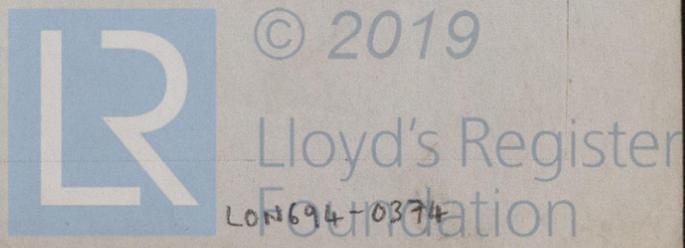
As far as seen this vessel now appears in a good and efficient condition, eligible in my opinion to remain as classed and to have recorded new date of "1, 91"

Office Fee (if chargeable) per Scale II, Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	:	:	<u>28/11</u> 1891
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	5	5	Received by me,
Travelling Expenses (if chargeable)	£	:	:	<u>30/11</u> 1891
Second Surveyor's Fee (if any)	£	:	:	<u>ad</u>

*Is Certificate now required? NOES. 1 DEC 1891

Committee's Minute
Character assigned A1
Signature: Sam
BS 11/91
Rpt to RWC
16/4/92

Signature: W. L. Gray
Surveyor to Lloyd's Register of British & Foreign Shipping.



Form No. 2 for Repairs. - 20s. - I.R.P.H. - 30,000. - 24/9/91. - Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

N.B. - All alterations in the existing records should be underlined.

~~528~~ 52490 *Pen.*

plank and covering board part of the Framporing Deck
and one fair lead renewed.

9 strakes of the main deck renewed and one length
of the water way plank on each, + on the Port side one length
lifted and refitted.

One length of bulwark rail renewed
on the Port side one plate in the first strake below the
sheer strake renewed. Five side lights overhauled and
repaired

The fore peak and cable locker cleaned and
recoated. Windlass overhauled and refitted

The forecaskle rails, the boots and sundry small
deck damage made good.

Bottom examined cleaned and recoated in
good condition

In anticipation of the S. S No 1 due in April next
The chain cables examined 24 of them good

Fore peak examined in good order

Windlass stripped and examined in good condition

J. W. Gray