

No. 52526

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 5th Dec 1891. When handed in at Local Office 5th Dec 1891 Port of London SAT. 5 DEC 1891

No. in Reg. Book 309 Survey held at London Date, First Survey 15th Sept. Last Survey 2nd Dec 1891
on the *Steel Screw Steamer OXUS* Master *not appointed*

TONNAGE:- Built at *Lundeland* By whom *Strand Slipway Co.* When *1890* 6
GROSS 912 Owners *Oxus S.S. Co. Lim. (J. White)* Port belonging to *London*

UNDER DK. 861 Owners' Address
NET 569 (if not already recorded in Appendix to Register Book.)
Surveyed *Afloat* or in Dry Dock? *By Dock* Name of Dock *Victoria Patern* Destined Voyage *Lying up.*

WB=DbA tons; f — tons; u&B — tons; CellDB 144 tons; }
FPT 30 tons; APT 11 tons; MT — tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, Date of last Survey and of Periodical Surveys.	Years Assigned how long expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1 ✓ <i>Awning dk.</i> <i>with freeboard</i> <i>2, 91. ✓</i>		+ LMC <i>6. 90 ✓</i>
Society's Freeboard (if assigned) as painted on Ship and now verified _____ ft. _____ ins.		

Last Survey, No. 51624 Port *Lon*

(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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Condition.*

This vessel has been examined on the Victoria Paterns. Several butts and portions of seams of the bottom plating, and some of the rivets in the plating near the lower part of the stern post were found to be leaking, the butts and seams have been recaulked where required, and the leaky rivets renewed. The bottom otherwise found in good order has been cleaned and painted. The rudder has been lifted and rebushed, and the awning deck recaulked. In surveying the vessel it was found that cargo battens were not fitted in the tween decks, ~~and fresh hold~~, the main hold being insulated for the carriage of dead meat. The attention of the owner was directed to this, and the undersigned was informed by him on the 4th Dec. that the vessel had hitherto been engaged in the meat trade, between *Sibau* and other ports, ~~and that the fresh hold had been used as a supplementary coal bunker~~, and no cargo had been carried in the tween decks. He

P.T.O.

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

PRESENT CONDITION OF THE

Decks <i>good</i>	Transoms, Pointers, & Crutches <i>not seen</i>	Copper, or Y.M. (State if on felt.)	Hatches <i>good</i>
Waterways	Timbers of Frame at the openings } <i>where seen</i>	When put on, Month — Year —	Boats <i>4</i>
Coamings	Ditto ditto at other places } <i>good</i>	Rudder <i>good</i>	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings } <i>where seen</i>	Keelsons	Windlass & Capstan	Condition, how ascertained <i>from deck</i>
Low'r Dk. Beams & Fastenings } <i>good</i>	Clamps, Shelves & Stringers	Pumps	Sails <i>good</i>
Plating	Salting	Engine Room Skylights	Anchors No. of <i>3 B, 1 S, 2 K</i>
Planking	Ceiling	Coal Bunker, Open'gs, Lids, &c.	Cables, length <i>stated to be complete</i>
Treenails or Rivets	Cement or Asphalt (State which.) <i>not seen</i>	Scuppers	(State if now ranged <i>not ranged</i>)
Breasthooks & Stems	Tanks <i>not tested</i>	Cargo & Main H'tch'ys	Hawsers & Warps <i>good</i>
	Caulking of Bot'm, D'k, & Wat'rw'ys <i>good</i>		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."

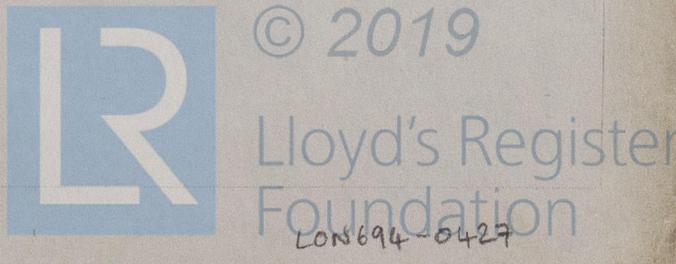
This vessel, so far as seen, is in good and efficient condition, and eligible in my opinion to remain as classed, and to have record of survey 12, 91

Office Fee (if chargeable) per <i>Scale II, Sec. 27</i>	£	:	:	Fees applied for,
Survey Fee (per <i>Section 28</i>)	£	:	:	18
Special Damage or Repair Fee (if any) (per <i>Sec. 28</i>)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18
Second Surveyor's Fee (if any)	£	:	:	

Chas. H. Jordan
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
Character assigned

TUES. 8 DEC 1891
100 A1
Awning dk.
with freeboard



Is a Report also sent now on the Machinery of the Ship? If not, state whether, and when, one will be sent?

* Certificate to be sent to

Form No. 2 for Repairs. 205. L.R. 1. H. 20,000. 24,991. 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.

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also stated that he expected to sell the vessel to be used in the fruit trade, and that she would then be insulated throughout; but that if she remained in his possession, for use in general trade, cargo battens would be fitted.

Chas. H. Jordan

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.

IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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