

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *19th July 1892* When handed in at Local Office *19th July 1892* Port of *London* *WED. 20 JAN 1892*No. in Reg. Book *Survey held at London* Date, First Survey *31st Dec. 91* Last Survey *12th July 1892*
(No. of Visits)*766* on the *Iron 4-masted sailing ship LORD WOLFESELEY* Master *D. McVicar* YEAR. MONTH.

TONNAGE:—

GROSS *2577*UNDER DK. *2404*NET *2578*Built at *Belfast*By whom *Harland & Wolff*When *1883*

YEAR.

MONTH.

Owners *Irish Shipowners' Co. Lim.*Port belonging to *Belfast*

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? *Dry Dock* Name of Dock *Millwall*Destined Voyage *Liverpool and Calcutta*

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

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

Last Survey, No. *35393* Port *Liv*

(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.)

CHARACTER. ☒ for Special Survey, Date of last Survey and of Periodical Surveys.

+ 100 A1

2.90

S. P. Eff. No. 1. 87.

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

S. P. No. 2

This vessel has been examined in the Millwall dry dock, and afloat in the Victoria Dock.

The bottom found in good order has been cleaned and painted. The rudder has been lifted and rebrashed.

The holds and peaks have been cleared, the hatches of ceiling lifted and a sufficient quantity of the fixed ceiling removed to fulfil the requirements of the Rules. The timbers have been cleared out, and the floors and cement examined all fore and aft. The cement was found in perfect order and the floors have been cleaned and coated with cement wash. The sides of the hold and tween decks were found in need of sealing & painting, and the owner has undertaken to have this done on the vessel's arrival at Calcutta in accordance with his letter attached. The fore and after peaks have been examined.

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>And</i>	Transoms, Pointers, & Crutches <i>And</i>	Copper, or Y.M. (State if on Felt.)	Hatches <i>And</i>
Waterways	Timbers of Frame at the openings	When put on, Month Year	Boats
Coamings	Ditto ditto at other places	Rudder <i>And</i>	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	Keelsons	Windlass & Capstan	Condition, how ascertained <i>Examined</i>
Low'r Dk. Beams & Fastenings	Clamps, Shells & Stringers	Pumps	Sails <i>And</i>
Plating	Salting	Engine Room Skylights	Anchors No. of <i>3B, 18. 2K</i>
Planking	Ceiling	Coal Bunker, Open'gs, Lids, &c.	Cables, length <i>270 ft.</i> size <i>2 1/16</i>
Trees or Rivets	Cement or Asphalt (State which.)	Scuppers	(State if now ranged <i>Ranged</i>)
Breasthooks & Stemson	Tanks (State if now tested.)	Cargo & Main H'tch'w'ys	Hawser & Warps <i>And</i>
	Caulking of Bottom, D'k, & Wat'r'w'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."

The vessel is in sound and efficient condition, and eligible in my opinion to remain as classed, and I have notation of S. P. No. 2 and record of survey 1.92 made in the Register Book.

Office Fee (if chargeable) per Scale II, Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	6	10	20/11 18.92
Special Damage or Repair Fee (if any)	£	:	:	Received by me,
Traveling Expenses (if chargeable)	£	:	:	2/2 18.92
Second Surveyor's Fee (if any)	£	—	10	

*Is Certificate now required?

Committee's Minute

Character assigned

Chas. H. Jordan

Francis Gibson

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

TUES. 4 OCT 1892

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Lloyd's Register Foundation

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and found in good order, with exception of the coal locker in the foreman, which was found to be in need of cleaning and painting, and this has now been done. Some of the beam pillars in the hold and tween decks were found to be bent and have been straightened, and a new iron ladder fitted to one of the hatchways.

The Chain Cables have been ranged and examined, and found deficient of one length, this has now been supplied, with Certificate of Test of which the following are particulars. -

No. of Cert. 3711² Lipton 3^d Oct. 1886. 15 fathoms of $2\frac{1}{16}$ " steel link Chain Cable. ^{Reels say 2 1/16}
Breaking strain 107 1/10 tons, Tensile strain 76 7/10 tons. Mark B. LPH-T.
4.5.86 B. M. T. Makes name N. Hingley & Sons. Ernest K. Ditt. Supl.

The masts, yards &c. have been examined, and the following spars renewed. - In topgallant mast, main topgallant mast, Mizzen topgallant mast, main lower topgallant yard, upper mizzen topgallant yard, mizzen lower topgallant yard, In royal yard, and Spanker boom.

The rigging has been overhauled, the eye to the lower rigging and backstays stripped and reserved, and the rigging screws cleaned and recovered.

A new 4 inch steel wire hauser of 90 fms has now been supplied.

Chas. H. Jordan
Maurice Pitson