

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Feb 9th 1892* When handed in at Local Office *London* is *18* Port of *London* WED. 10 FEB 1892

No. in Reg. Book *238* Survey held at *London* Date, First Survey *Jan 20th 1892* Last Survey *Feb 2nd 1892*
(No. of Visits *4*) Master *Chalce*

on the *Gun Se. Jr. "Henry Martini"* Built at *Newcastle* By whom *Palmers & Co.* When *1860*. *10*.
Owners *J. Fenwick & Son* Port belonging to *London*

TONNAGE:-
GROSS *922*
UNDER DK. *846*
NET *570*
Owners' Address (if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? *Afloat* Name of Dock *Victoria Dock*. Destined Voyage *Jarrow*.

W.B.=D.Ba tons; f tons; u.E.&B tons; Cell D.B tons;
F.P.T tons; A.P.T tons; M.T tons.

Last Survey, No. *53573* Port *Low*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).		CHARACTER.	Years Assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/>	A. 1.			<i>* N.E.B. 5-90.</i>
<input checked="" type="checkbox"/>	S.S. Lon. N. 3. 4. 89.			<i>* T.M.C. 5-90.</i>
	<i>6.91</i>			

(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 *Damage Repairs.*

The following repairs have been effected in consequence of damage alleged to have been caused by collision. -
On Starboard Side. - Four bulwark plates (on the bar) renewed, and three faired in place, five broken frames fitted with new top ends forming bulwark stanchions, and several bent ones faired in place, two foreccastle beams faired in place, and the oak beam at after end of foreccastle partially renewed, one foreccastle stringer plate renewed, the main rail and rail angle underneath, renewed from foreccastle to bridge; transporting chock repaired, foreccastle guard stanchions repaired as required, one length of covering board on f'castle renewed, and foreccastle deck repaired, one length of waterway plank on Main deck renewed, and 4 staves - P.T.O.

SUMMARY OF DAMAGE REPAIRS: - *3* Plates, Faired or Repaired; *6* Frames, ditto. *4* Plates, Renewed; *5* Frames, ditto. Other Repairs. *Sundry*

PRESENT CONDITION OF THE		Copper, or Y.M.		Hatches	
Decks <i>Good</i>	Transoms, Pointers, & Crutches <i>✓</i>	(State if on Felt.)	Hatches <i>Good</i>	Boats	
Waterways <i>✓</i>	Timbers of Frame at the openings <i>Partly seen</i>	(When put on, Month Year)	Boats	Masts, Yards, &c.	
Coamings <i>✓</i>	Ditto ditto at other places <i>seen</i>		Rudder <i>Not seen</i>	Condition, how ascertained <i>Afloat</i>	
Up'r Dk. Beams & Fastenings <i>✓</i>	Keelsoles <i>Good</i>		Windlass & Capstan <i>Good</i>	Sails <i>Good</i>	
Low'r Dk. Beams & Fastenings <i>✓</i>	Clamps, Shells & Stringers <i>✓</i>		Pumps <i>✓</i>	Anchors No. of <i>3 B. 15. 2 H.</i>	
Plating <i>Not seen</i>	Salting <i>✓</i>		Engine Room Skylights <i>✓</i>	Cables, length <i>Stat a Compl.</i>	
Planking <i>✓</i>	Ceiling <i>Partly seen good</i>		Coal Bunker, Open'gs, Lids, &c. <i>✓</i>	(State if now ranged <i>No</i>)	
Treenails or Rivets <i>Partly seen</i>	Cement or Asphalt <i>do</i>		Scuppers <i>✓</i>	Hawsers & Warps <i>Good</i>	
Breasthooks & Stems <i>Good</i>	Tanks <i>No</i>		Cargo & Main H'tch'w'ys <i>✓</i>	Standing & Running Rigging <i>Good</i>	
	(State which.)				
	(State if now tested.)				
	Caulking of Bot'm, D'k, & Wat'r'w'ys <i>✓</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 as No. 1-91 and ptND91, &c."

This vessel appears in good and efficient condition and eligible in my opinion to remain as classed without fresh record of survey. -

Office Fee (if chargeable) per Scale II., Sec. 27 £ : : Fees applied for, *11/21 1892*
Survey Fee (per Section 28) £ : :
Special Damage or Repair Fee (if any) (per Sec. 28.) £ *3* : *3* : Received by me, *Robert J. Peterson*
Travelling Expenses (if chargeable) £ : : *13/21 1892*
Second Surveyor's Fee (if any) £ : :
* Is Certificate now required? *✓*

Committee's Minute *FRI 12 FEB 1892*
Character assigned *as now*
Surveyor to Lloyd's Register of British & Foreign Shipping.
Lloyd's Register Foundation
LON695 - 0220

No
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 - 905 - I.R.P.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.

52710. *San.*

of decks renewed to shift of butto, the deck re-caulked from stem to foremast, one jolly boat renewed and davits repaired; the bridge, side houses, and pilot bridge repaired as required; the poop rail renewed on Starboard side from poop front to quarter, four rough tree stanchions renewed, and the remainder re-caulked, four shifts of poop deck planks renewed, and the poop deck re-caulked throughout, the sheer moulding repaired, one lifeboat and gear renewed and the davits to same renewed, Engine room companion and skylight repaired; the fore, Main, and Mizzen rigging entirely renewed on the starboard side, seven chain-plates renewed and four repaired. Also a number of small items of repairs as detailed in the Damage Report dated February 9th 1892.

R. J. Johnson



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Foundation