

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Feb 9th 1892* When handed in at Local OfficePort of *London*

WED. 10 FEB 1892

No. in
Reg. Book.

Survey held at

London

Date, First Survey

Jan 20th

Last Survey

Feb 2nd 1892

(No. of Visits)

4

Master

Chalder

YEAR MONTH

When *1860*. *10*.

TONNAGE:-

Built at

Newcastle

By whom

Palmers & Co

Port belonging to

*London*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

Farrow

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

CHARACTER.
* for Special Survey.
Date of last Survey and of Periodical Surveys.* *A. 1.*
S.S. Lon. N. 3. 4. 89.
*6.91** *N.E.B. 5.90.*
* *L.M.C. 5.90.*

Machinery and Boiler Surveys (including date of N.B., if any).

Society's Freeboard (if assigned) as painted on Ship and now verified

Last Survey, No. *53573* 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 *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 forecastle beams faired in place, and the oak beam at after end of forecastle partially renewed, one forecastle stringer plate renewed, the main rail and rail angle underneath, renewed from forecastle to bridge; transom chock repaired, forecastle guard stanchions repaired as required, one length of covering board on floor renewed, and forecastle deck repaired, one length of waterway plank on Main deck renewed, and 4 shakes -
P.T.O.

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

PRESENT CONDITION OF THE

Decks <i>Good</i>	Transoms, Pointers, & Crutches <i>✓</i>	Copper, or Y.M. <i>✓</i>	Hatches <i>Good</i>
Waterways <i>✓</i>	Timbers of Frame at the openings <i>Part</i>	(State if on Felt.)	Boats <i>✓</i>
Coamings <i>✓</i>	Ditto ditto at other places <i>seen</i>	When put on, Month <i>✓</i> Year <i>✓</i>	Masts, Yards, &c. <i>✓</i>
Up'r Dk. Beams & Fastenings <i>✓</i>	Keelsons <i>✓</i>	Rudder <i>Good</i>	Condition, how ascertained <i>Asst</i>
Low'r Dk. Beams & Fastenings <i>✓</i>	Clamps, Shells & Stringers <i>Good</i>	Windlass & Capstan <i>Good</i>	Sails <i>Good</i>
Plating <i>Not seen</i>	Salting <i>✓</i>	Pumps <i>✓</i>	Anchors No. of <i>313. 15. 215</i>
Planking <i>✓</i>	Ceiling <i>Part seen good</i>	Engine Room Skylights <i>✓</i>	Cables, length <i>State a Complete</i>
Treenails or Rivets <i>Part seen</i>	Cement or Asphalt <i>✓</i>	Coal Bunker, Open'gs, Lids, &c. <i>✓</i>	(State if now ranged <i>No</i>)
Breasthooks & Stemson <i>Good</i>	Tanks <i>✓</i>	Scuppers <i>✓</i>	Hawsers & Warps <i>Good</i>
	Caulking of Bot'm, D'k, & Wat'rw'ys <i>✓</i>	Cargo & Main H'ch'w'ys <i>✓</i>	Standing & Running Rigging <i>Good</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	£	:	:
Survey Fee (per Section 28)	£	:	:
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	3	3
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	:
*Is Certificate now required?			

Fees applied for,

11/21 1892

Received by me,

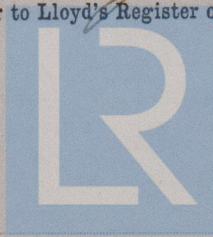
13/21 1892

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

Committee's Minute

FRI 12 FEB 1892

Character assigned

as now

Lloyd's Register Foundation

LON645 - 0220

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 - 24,920. - (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 plank renewed, and the poop deck recaulked 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