

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Feb 17<sup>th</sup> 1892* When handed in at Local Office *18* Port of *London* THURS. 18 FEB 1892

No. in Survey held at *London* Date, First Survey *Jan 13<sup>th</sup>* Last Survey *Feb 16<sup>th</sup> 1892*  
Reg. Book. *1287* on the *Swan Bkn. "Merle"* (No. of Visits) Master *J. H. Aird.*

TONNAGE:— Built at *London* By whom *Westwood.* When *1863.*  
GROSS *281* Owners *W. Ross & Co* Port belonging to *Bristol.*

NET *281* Owners' Address  
Surveyed Afloat or in Dry Dock? *By th. Name of Dock* *Globe Dry Sh.* Destined Voyage *Mauritius*

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

Last Survey, No *1145* Port *Ams.*

(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.)

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>* * A. 1.</i>		
<i>S.S. BRS. N. 3, 86</i>		
<i>9. 89.</i>		

REPAIRS, OR EXAMINATION AS PER RULE, FOR *S.S. No 1.*

*This vessel has been placed in dry dock, the bottom outside examined and found in good order has been cleaned and re-coated, and the rudder re-brushed.*

*The holds and peaks have been cleared, the timbers, boards and ceiling have been lifted according to rule, and the floors, frames, reverse frames, keelsons & cement examined and found in good order and the iron surfaces cleaned and re-coated where necessary.*

*The masts, spars, sails and equipment, have been examined and put into good order.*

*The chain cables (195 fathoms) have been ranged and 45 fathoms found worn have been removed the following being particulars of test certificate:—*

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

PRESENT CONDITION OF THE	
Decks <i>Good</i>	Transoms, Pointers, & Guitches <i>Good</i>
Waterways	Timbers of Frame at the openings
Coamings	Ditto ditto at other places
Up'r Dk. Beams & Fastenings	Keelsons
Low'r Dk. Beams & Fastenings	Clamps, Shells & Stringers
Plating	Salting
Planking	Ceiling <i>Good</i>
Treenails or Rivets <i>Good</i>	Cement or Asphalt (State which.)
Breasthooks & Stems	Tanks (State if now tested.)
	Caulking of Bot'm, D'k, & Wat'r'wys
	Copper, or Y.M. (State if on Felt.)
	When put on, Month Year
	Rudder <i>Re-brushed</i> <i>Good</i>
	Windlass & Capstan <i>Good</i>
	Pumps
	Engine Room Skylights
	Coal Bunker, Open'gs, Lids, &c.
	Scuppers <i>Good</i>
	Cargo & Main H'tch'wys
	Hatches <i>Good</i>
	Boats (2)
	Masts, Yards, &c.
	Condition, how ascertained <i>Keft</i>
	Sails <i>Good</i>
	Anchors No. of <i>3 B. 15. 2 H.</i>
	Cables, length size (State if now ranged)
	Hawsers & Warps
	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 now appears in good & efficient condition and eligible in my opinion to remain as classed, and to have the notation S.S. Lon. N. 1. 192. and to have record of last survey 192.*

Office Fee (if chargeable) per Scale II, Sec. 27	Survey Fee (per Section 28)	Special Damage or Repair Fee (if any) (per Sec. 28.)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for,
£	£ 2 10	£	£	£	18/21 18. 92
					Received by me,
					19. 2 18. 92

\*Is Certificate now required? Committee's Minute *FRI 19 FEB 1892* Character assigned *A*

No. 1. *as no 1-92* Surveyor to Lloyd's Register of British & Foreign Shipping. *R. T. Johnson*

Form No. 9 for Repairs—305—L.R.P.H.—20,000—249,931—Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.) \* Certificate to be sent to

N.B.—All alterations in the existing record should be underlined.



52735. Jan.

Chain Cable 46 1/2 fths 1 3/16 Test 38 tons & 25 3/8 lbs Cert. No. 5824. R.W.C.P.

Rule " 45 - 1 3/16 - 38 - 25 3/8. - Sg<sup>nt</sup> J. Hartness

The items of damage referred to in Antwerp report No. 1175 have now been repaired as follows, - The main topmast renewed, main staysail renewed, top gallant rail & stanchions repaired, foresail renewed, poop rail & stanchions repaired, poop ladders renewed, and teak-rail & stanchions at prow of poop repaired. The Stream Anchor renewed the following being particulars of test Certificate

Anchor weight 4.0.7 Test 6.10.0 No. 10001. R.W.C.P.T Sunderland

Rule " 4.0.0 - 6 7/8 - Signed Thos. Robson.

R. J. Johnson.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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