

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *March 19th 1892* When handed in at Local Office *March 19th 1892* Port of *London* MON. 21 MAR 1892

No. in Reg. Book *49* on the *Survey held at London* Date, First Survey *July 20th 8* Last Survey *March 14 1892*
(No. of Visits *8*) Master *J. Fuller*

Tonnage: GROSS *603* Built at *London* By whom *Inglisall Graving & M. Ward* When *1883*
UNDER DK. *527* Owners *W. France & Co* Port belonging to *London*
NET *381* Owners' Address _____

Surveyed Afloat or in Dry Dock? *SDM* Name of Dock *Union* Destined Voyage _____
WB=DBa tons; f _____ tons; uE&B _____ tons; CellDB _____ tons;
FPT _____ tons; APT _____ tons; MT _____ tons.

Last Survey, No. *5144* Port *London*

(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.)	Year Assigned how expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
<i>+100A/12.90</i>		<i>LMC.8.89</i>
<i>Q.A. Lon 203-8-89</i>		<i>BS.5.91</i>
		<i>+1B.1.85</i>

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage*

Keel plaid on the planks & bottom examined. This was found to be set up about 1 1/2 in the way of the fore hold, & is stated to have been caused through the said keel striking the ground on a slag bank in the river just in Feb^y last. -
Several plates on the port side in bow, abreast of No 2 hatch, & on port- quarter damaged. -
This is said to have been caused by collision with No 3 flopper in the river just. -

The following repairs due to damage have been executed
Port-Row main deck sheer strake 1 plate taken out faired & replaid, 1st strake below this. 1 plate taken out faired & replaced 2nd below 1 plate out-faired & replaced
Abreast of No 2 hatch 1st below main deck sheer strake one plate faired in place
2nd below this 1 plate taken out & renewed, 3rd below this 1 plate taken out-faired & replaid

SUMMARY OF DAMAGE REPAIRS: *21* Plates, Faired or Repaired: Frames, ditto. *2* Plates, Renewed: *4* Frames, ditto. Other Repairs. *PTO*
Relief keel for 1/2 ship's length
9 1/2 floors

PRESENT CONDITION OF THE		Copper, or Y.M. (State if on Fett.)		Hatches	
Decks <i>Good</i>	Transoms, Pointers, & Crutches <i>Good</i>	When put on, Month _____	Year _____	<i>Good</i>	
Waterways <i>"</i>	Timbers of Frame at the openings <i>"</i>	Rudder <i>Good</i>		<i>"</i>	
Coamings <i>"</i>	Ditto ditto at other places <i>"</i>	Windlass & Capstan <i>"</i>		<i>"</i>	
Up'r Dk. Beams & Fastenings <i>"</i>	Keelsons <i>"</i>	Pumps <i>"</i>		<i>from all</i>	
Low'r Dk. Beams & Fastenings <i>"</i>	Clamps, Shelves & Stringers <i>"</i>	Engine Room Skylights <i>"</i>		<i>good</i>	
Plating <i>"</i>	Salting <i>"</i>	Coal Bunker, Open'gs, Lids, &c. <i>"</i>		<i>No. of 30.15.2 1/2</i>	
Planking <i>"</i>	Ceiling <i>"</i>	Scuppers <i>"</i>		<i>stated to be complete-</i>	
Fastenings or Rivets <i>"</i>	Cement or Asphalt <i>Cement</i>	Cargo & Main H'teh'w'ys <i>"</i>		<i>(state if now ranged) No</i>	
Breasthooks & Stemson <i>"</i>	Tanks <i>Not new</i>	Standing & Running Rigging <i>"</i>		<i>good</i>	
	Caulking of Bot'm, D'k, & Wat'r'w'ys <i>"</i>				

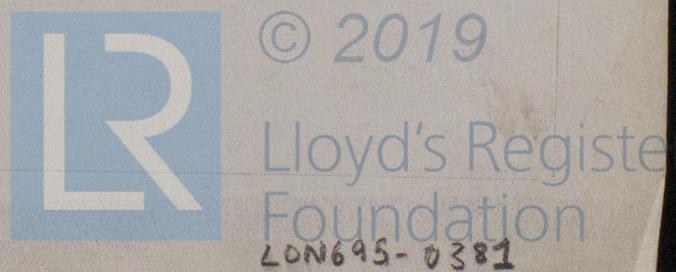
General Observations, Opinion as to Class, Recommendation, &c. :-

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 ss No. 1-91 and ptd91, &c."

This keel appears to be in good condition, eligible in my opinion to remain as classed with fresh record of 3-92 in the Reg Book

Office Fee (if chargeable) per Scale II, Sec. 27 £ : : Fees applied for, *21/31 1892*
Survey Fee (per Section 28) £ : : Received by me, *Francis Peterson*
No damage rpt wanted £ *2* : *2* :
Special Damage or Repair Fee (if any) (per Sec. 28.) £ : :
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
*Is Certificate now required? *26*

Committee's Minute **TUES. 22 MAR 1892**
Character assigned *100A1*



In a Report also sent to the Mercantile of the ship? If not, state whether, and when, one will be sent? Form No. 9 for Repairs. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

52822 Lon

3rd below main deck sheer strake. 1 plate fared in place, bilge keel renewed for about $\frac{1}{2}$ ship's length extending from the fore end. —

Port quarter 1 Bulwark plate out-faired & replaced, main deck sheer strake 2 plates taken out-faired & replaced, 4 frames & reverse frames renewed.

Bottom Port side Plates A-5, 6, 7 taken out-faired & replaced

Bottom star side Plates A-5, 6, 7, 8 taken out-faired & replaced

" B-5+6+7. plates 5+6 taken out-faired & replaced. B7. renewed. —

" D 6, 8, 9 taken out-faired & replaced

All frames in fore hold out-away from lower turn of bilge & new deeper frames fitted. 9 half floors renewed & side Nelson on port side renewed in fore hold. — Cement renewed Plate repaired on port side amidships in way of bottom blow off cock. —

Repairs not due to damage. Rudder brunk taken off & a new one fitted, rudder re-bushed

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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