

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Aug 10* 1892 When handed in at Local Office *Aug 11* 1892 Port of *London* FRI 12 AUG 1892
No. in Survey held at *London* Date, First Survey *June 20* Last Survey *Aug 8* 1892
Reg. Book. *566* on the *Troon S. "Brumlanrig"* (No. of Visits *5*) Master *J. Magrath*

TONNAGE Built at *Pt. Glasgow* By whom *Russell & Co* When *1846-8*
GROSS *1482* Owners *Gillison & Chadwick* Port belonging to *Liverpool*
UNDER DK. *1361* Owners' Address
NET *1425* (if not already recorded in Appendix to Register Book.) *London Dock*
Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Canal & N* Destined Voyage *Christiana Channel Melbourne*

W.B=DBa tons; f tons; uE&B tons; CellDB tons; }
FPT tons; APT tons; MT tons. }
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER. *+100A1-9-91*
Date of last Survey and of Periodical Surveys. *24 Feb 1903-6-88*

Last Survey, No. *2037* Port *Ham*
(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.)
Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Special Survey No 1*
This vessel placed on the blocks in dry dock, & the bottom examined, & found satisfactory. - It was afterwards cleaned & painted.
The holds, & peaks cleared for inspection, & found to be in a satisfactory condition. -
The timber boards, & all the loose hatches in the close ceiling removed, the bidges cleaned out, & examined; the cement-repaired where necessary, & the bidges cement-washed, & all timber boards & close ceiling hatches, replaced. -
The masts, spars, rigging, & general equipment-examined, & found to be in good order. -
The wedges in the main mast-heel removed & renewed. -
PTO

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

PRESENT CONDITION OF THE		Copper, or Y.M.		Hatches	
Decks <i>Good</i>	Transoms, Beams & Grates <i>Good</i>	(State if on Felt.)	When put on, Month	Year	Boats <i>"</i>
Waterways <i>"</i>	Timber of Frame at the openings <i>"</i>				Masts, Yards, &c. <i>"</i>
Coamings <i>"</i>	Deck ditto at other places <i>"</i>	Rudder <i>Good</i>			Condition, how ascertained <i>per examination</i>
Up'r Dk. Beams & Fastenings <i>"</i>	Keelsons <i>"</i>	Windlass & Capstan <i>"</i>			Sails <i>Good when new</i>
Low'r Dk. Beams & Fastenings <i>"</i>	Clamps, Shells & Stringers <i>"</i>	Pumps <i>"</i>			Anchors No. of <i>3 B. 15 2 1/2</i>
Plating <i>"</i>	Salting <i>✓</i>	Engine Room Skylights <i>✓</i>			Cables, length <i>270</i> size <i>1 1/2</i>
Planking <i>✓</i>	Ceiling <i>"</i>	Coal Bunker, Open'gs, Lids, &c. <i>✓</i>			(State if now ranged <i>yes</i>)
Wearers or Rivets <i>"</i>	Cement work <i>None</i>	Scuppers <i>"</i>			Hawsers & Warps <i>Good</i>
Breasthooks & Stems <i>"</i>	Tanks (State if now tested.) <i>"</i>	Cargo & Main H'tch'w'ys <i>"</i>			Standing & Running Rigging <i>"</i>
	Caulking of Bot'm, D'k, & Wat'rw'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 ptND91, &c."
This vessel is now in good condition, eligible in my opinion to remain as classed, with fresh record of 8-92, & the notation of B. S. Lon No 1-92 in the Regl Book. -

Office Fee (if chargeable) per Scale II., Sec. 27 £ : : Fees applied for,
Survey Fee (per Section 29) £ 4 : 10-0 13/8 1892
Special Damage or Repair Fee (if any) (per Sec. 28.) £ : : Received by me, *Maurice Gibson*
Travelling Expenses (if chargeable) £ : : 17/8 1892
Second Surveyor's Fee (if any) £ : 10-0 1901
*Is Certificate now required? _____

Committee's Minute *16 AUG 1892*
Character assigned *100A1*
No. *ss No. 1-92*
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53289 km

The deck examined & found in a satisfactory state.

The windlass is of iron & is said to be in good working order.

The chain cables ranged for inspection & found to be 270 fms long & $1\frac{1}{16}$ " dia

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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