

REPORT of SURVEY for REPAIRS, &c.

No. *1416* Date of Writing Report *1888* Port of *London*
 No. in Reg. Book. *1416* Survey held at *London* Date, First Survey *21st March* Last Survey *28 April 1888*
 (No. of Visits)

Master *Scott & Linton* When *1869*
 Built at *Dumbarton* By whom *Scott & Linton* Owners *J. Willis & Son*
 Port belonging to *London*

TONNAGE:—
 NET *921* Gross *263* Under Dk. *894*
 General's Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Canal* Destined Voyage
 Length of Poop *11* ft. of Forecastle *11* ft. of Raised Gr. Deck *11* ft. Moulded Depth *11* ft. ins.
 (If these particulars are not yet recorded in the Register Book.)

Last Survey, No. *47788* Port *London* S.S. 85 H.T. 80
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer *6.84* ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter *6.84* ins.
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Continuation Sect. 45 Composite Rules*
This vessel has now been placed in the dry dock & prepared for survey as follows.

Yellow metal sheathing stripped off, and the bottom dubbed down; the topsides - from the light line to the gunwale - scraped & dubbed bright. One plank, in way of the sheer strake, on the starboard side and two planks on the port side, removed, also the planking in one strake, from amidships to stem on the port side, & from amidships to the sternpost on the starboard side, thus improving the sheer strake, the bilge plates & the diagonals, as well as the backs of the frame bars.

All the close ceiling in the hold, & some of the open ceiling, removed, & the whole of the cement in three frame spaces - one aft, one amidships, & one forward - cleared out, & at other places where required.

In consequence being somewhat wasted, The frames - from the bilge plate will

PRESENT CONDITION OF THE	Plank (Bottom) & Counter	Ceiling	Boats
<i>gnd</i>	<i>gnd</i>	<i>gnd</i>	<i>Complete gnd</i>
Stairways	<i>13dies & Transverse Rivets</i>	Rudder	Masts, Yards, &c.
Angles	Breasthooks and Stemson	Windlass & Capstan	Condition, how ascertained <i>inspected</i>
Sp'r Dk. Beams & Fastenings	Transoms, Pointers, & Crutches	Pumps	Sails
Low'r Dk. Beams & Fastenings	Timbers of Frame at the opening	Cement (if Iron Ship)	Anchors No. of <i>3/13. 15. 2h</i>
Plank sheers	Ditto ditto at other places	Caulking of Bot'm, D'k, & Wat'rways	Cables <i>varied Complete</i>
Sheerstrakes	Keelsons	<i>Copper - Y.M. as felt now</i>	Hawsers & Warps <i>gnd</i>
Topsides	Clamps & Shelves	When put on <i>put on</i>	Standing & Running Rigging
Wales			Hatches
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers <i>gnd</i>	Cargo & Main Hatchways <i>gnd</i>

General Observations, Opinion as to Class, Recommendation, &c.:
This vessel is in good condition & having complied with the rules is eligible in our opinion to be Continued for 13 years from 1888.

Entry Fee (if chargeable) per Scale I., Sec. 27... *3*
 Office Fee (if chargeable) per Scale II., Sec. 27...
 Survey Fee (per Section 27)... *7 7*
 Special on Damage (if any) (per Sec. 28)...
 *Certificate (if required) to be sent as per margin... *5*
 Travelling Expenses (if chargeable)...
 Second Surveyor's Fee (if any)... *10 6*
 Committee's Minute
 Character assigned *Cont A1 for 13 yrs from 1888*
 Fees applied for, *3 5 1888*
 Received by me, *4/5 1888*
 Surveyor to Lloyd's Register of British & Foreign Shipping.
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down to the floor, or from 6 to 7 ft. - have been fitted with doubling pieces, $5\frac{1}{2} \times 3 \times 8/16$, in eighty-six instances, & new bolts put in to the planking through these doubling pieces. Other bolts, where in any respect inefficient, have been taken out & renewed. About 1650 new bolts in all having now been put in.

The flat plates to bilge keelsons, in way of the doubling pieces of frame, have been lifted & re-secured.

The cement in the flat of the bottom has been made good, & extended somewhat higher up the bilge.

Drain pipes have been inserted in the large lumber holes of the floor, & have been cemented over.

All the close ceiling & the spar ceiling has been relaid, some of it being of team-second hand.

New boarded hatchways have been fitted to the main hatchway.

The windlass has been stripped & manned, & the chain cables roused & found ample.

All the iron work has been scaled cleaned and recrated.

Mast spars to have been overhauled & put into good condition. Upper topmast yard, Main & Mizzen Royal North Mast.

The vessel has been recaulked from keel to gunwale and the bottom resheathed with yellow metal or felt.

The rudder, at the head, has been fitted with a strong iron clasp band & through bolted with 3 yellow metal bolts.

Wm. C. Dacey
Chas. R. Porter