

REPORT of SURVEY for REPAIRS, &c.

No. 46113

Received in London Office,

MONDAY 3 MAY 1886

No. in
eg. Book.

Survey held at London

Date, First Survey 25 Feb 7

Last Survey 22nd April 1886

on the Twin Screw S.S. "Quorra" (Steel)

(No. of Visits)

Master H. Ceaon

MONTH.

TONNAGE:-

NET 120

Built at London

By whom

Forrest & Son

When 1883

YEAR.

GROSS 176

Owners Holt & Moore

Port belonging to

UNDER DEK. 148

Owner's Address Tower Buildings Liverpool.

If Surveyed Afloat or in Dry Dock In Dry Dock Name of Dock Deptford Green Destined Voyage West Coast of Africa

Length of Poop

ft. : of Forecastle

ft. : of Raised Or. Deck

ft. : Moulded Depth

ft.

ins.

(if these particulars are not yet recorded in the Register Book.)

Years assigned,
if a Wood Ship.

Character in
Register Book.

Last Survey, No. 46113 Port Lon.

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 should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE

A turtle back 25 feet long has been constructed right forward - height above deck at after end of the same 6'-10". Frames $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{5}{16}$ steel spaced 2'-3" apart - they form the beams as well, & butt at the middle line an angle iron 4 ft. long fitted at the butts. A bracket knee $2\frac{1}{2}$ ft. deep by 12" wide (at lower part), fitted at the heel of each frame & connected by an angle iron to the upper deck stringer plate. Plating $\frac{3}{16}$ " steel on sides & curved part of turtle back; wood planking on beams at middle part of turtle back - thickness $1\frac{1}{2}$ " yellow pine. The steel frames & plating used for turtle back have been tested as required by the Rules and the tests found satisfactory. A bulkhead has now been constructed from floors to deck in the after hold at the middle of the after hatch. The bottom of this vessel has been examined & coated.

PRESENT CONDITION OF THE	Plating	Plank (Bottom) & Counter	good	Ceiling	good	Boats	good
ways	good	Tronails or Rivets	good	Rudder	good	Masts, Yards, &c.	good
ings	good	Breasthooks and Stemson	good	Windlass & Capstan	good	Condition, how ascertained	from deck
Beams & Fastenings	good	Transoms, Beams, & Crutches	good	Pumps	good	Sails	good
Beams & Fastenings	good	Timbers of Frame at the openings	good	Cement (if on Ship)	good	Anchors	No. of 2 B. 1 R. 1 R.
sheers	good	Ditto ditto at other places	good	Caulking of Bot'm, D'k, & Watrways	good	Cables	good
erstrakes	good	Keelsons	good	Copper, or Y.M.	good	Hawsers & Warps (part new)	good
Topside	good	Clamps & Shells	good	When put on	good	Standing & Running Rigging	good
Wales	good		good		good	Hatches	good
Engine Room Skylights	good	Coal Bunker, Openings, Lids, &c.	good	Scuppers	good	Cargo & Main Hatchways	good

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

This vessel is in good and efficient condition, and eligible in my opinion to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : :
Office Fee (if chargeable) per Scale II., Sec. 27. £ : :
Survey Fee (per Section 28) £ 1 : 1 :
Special Damage Fee (if any) (per Sec. 28) £ : :
Certificate (if required) to be sent as per margin £ : :
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :

received by me

J. H. Truscott

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

Committee's Minute

TUESDAY 4 MAY 1886

assigned

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

LON 677-0260