

# REPORT of SURVEY for REPAIRS, &c.

10. 47364

Port of London

Received in London Office,

TUESDAY 14 JUNE 1887

No. in Reg. Book. Survey held at Gilbury Date, First Survey 13<sup>th</sup> April Last Survey 13<sup>th</sup> June 1887

545 on the Sam S. Charles Morand Master Watt

TONNAGE:— NET 455 Built at Glasgow By whom C. Connell & Co When 1884 MONTH 6

GROSS 761 Owners Charles Morand & Co (H. F. Watt & S. Sprigg) Port belonging to Liverpool

UNDER DEK. 605 Owners' Address (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Dry Name of Dock Gilbury Destined Voyage Antwerp

Length of Poop 100 ft. : of Forecastle 100 ft. : of Raised Or. Deck 100 ft. : Moulded Depth 100 ft. ins. 100

Last Survey, No. 46499 Port Lon. Classed 100 A1

(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 ft. ins. 7.86

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage

This vessel is stated to have been damaged through grounding on the Maplin Sands. on 6<sup>th</sup> April 1887.

The rudder post and keel piece of the stem frame have been removed. A new rudder head has been fitted from about the 15 feet water mark to the top. The seams and butts were leaking slightly (of the bottom plating) they have been overhauled and the bottom is now in good order, it has been cleaned and painted. The frames, floors and keelsons were examined and are in good order. The cement in the water ballast tank has been repaired where necessary. The water ballast tank was tested by water pressure and is in good condition. 30 fathoms of cable have been supplied of which the following are the particulars, No. 15632. Rutherford 28-4-87, weight 27.0.22. Breaking strain 51 tons. Tensile strain 24 tons. Size 1 1/4 inches. N. Hingley & Sons. Superintendent S. S. Lewis.

PRESENT CONDITION OF THE

Decks Good Plank (Bottom) & Counter Good Ceiling Good Boats Good

Waterways u Treennails or Rivets u Rudder u Masts, Yards, &c. u

Comings u Breasthooks & Stems u Windlass & Capstan u Condition, how ascertained from deck

Up'r Dk. Beams & Fastenings u Transoms, Pointers, & Crutches u Pumps u Sails Good

Low'r Dk. Beams & Fastenings u Timbers of Frame at the openings u Cement (if Iron Ship) u Anchors No. of 3 B. 1 S. 2 K

Plankings u Ditto ditto at other places u Caulking of Bot'm, D'k, & Watrways u Cables Ranged. 270 lbs. good

Sheerstrakes u Keelsons u Copper, or Y.M. (State if on felt.) When put on u Hawseers & Warps Suitable

Topsides u Clamps & Shells u Scuppers Good Cargo & Main Hatchways Good Standing & Running Rigging Good

Engine Room Skylights Good Coal Bunker, Openings, Lids, &c. Good Hatches u

General Observations, Opinion as to Class, Recommendation, &c. : This vessel now appears to be in a sound and efficient condition 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 : Fees received by me, 23.6.1887 Allison R. Wilson. Surveyor to Lloyd's Register of British & Foreign Shipping. Committee's Minute TUESDAY 28 JUNE 1887 Character assigned