

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25/3/1898 When handed in at Local Office 25/3/1898 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 4 Aug 1897 Last Survey 24 March 1898
 Reg. Book. 848 on the Wood, Iron or Steel Sc. 4 Mot. St Arizona Master J. Pantou 1898

TONNAGE:— Built at Glasgow By whom J. Elden & Co When 1879 3
 GROSS 5305 Owners Guion S.S. Co (Limited) Port belonging to London
 UNDER DK. 5004 Owners' Address
 NET 3356 (If not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Govan Destined Voyage Pacific
 WB=Cell DBord Ba feet; uE&B feet; f feet; f feet; }
 total capacity tons. FPT tons; APT tons; MT feet tons. }

N.B.—All alterations in the existing records should be underlined.
 If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 410726 Port Liverpool
 (Periodical Surveys, when held, must be reported in detail and serially 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, Chains, or Hawsers 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.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.
 Year and month when surveyed.
 Machinery and Boiler Surveys. (Including date of N.B., if any).
 * 100 A 1 TMC
494 492
S.S. Div. No. 3. 392 S.S. 4.94
 Society's Freeboard (if assigned) as painted on Ship and now verified } 10 ft. 0 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No 3 and alterations
 Vessel placed in dry dock. Holds, peaks and bunkers cleared. Engines and boilers taken out. All close ceiling and sparring removed in holds and tween decks. Cabins, Saloons & fitted out. Linings in same removed. All oxidation removed from the surfaces of plating, frames & throughout and the iron work recoated. Current everywhere examined & found to be in good condition & closely adhering to the iron. Masts taken out. Chain cables roused, pumps, watertight doors & overhauled.

Repairs now done. In fore peak, 2 reverse frames repaired. In No 1 hold, the painting beams which were found to be adrift have been replaced with 3 - 11 inch bulk beams together with an additional stringer plate and gusset plates on each side. A broken beam knee doubled and a reverse frame renewed in lower tween decks. Chain pipes repaired. In No 2 hold, all orlop beams removed and replaced with a strong beam - face angles to stringers and large gusset plates at beam and bulkheads as shown on approved plans attached hereto. Hatchways lengthened 4 ft and web plate

SUMMARY OF DAMAGE REPAIRS:—
 Renewed ...
 Paired or Repaired ...

Plates. Frames. R. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:—

PRESENT CONDITION OF THE
 Decks Good
 Waterways
 Coamings
 Up'r Dk. Beams & Fastenings
 Low'r Dk. Beams & Fastenings
 Plating
 Planking
 Rivets or Nails
 Breasthooks & Stemson
 Transoms, Pointers, & Crutches

Timbers of Frame at the openings
 Ditto ditto at other places
 Keelsons
 Stringers, Clamps & Shells
 Sillings
 (State if examined.)
 Ceiling
 Cement or Asphalte
 (State which.)
 Tanks
 (State if now tested.)
 Caulking of Bot'm, Dk, & Wat'rw'ys
 Copper, or Y.M.
 (State if on Feet.)
 When put on, Month Year

Rudder
 Windlass & Capstan
 Have Pumps now been examined and found efficient?
 Have Sluice Valves now been examined and found efficient?
 Have Watertight Doors now been examined and found efficient?
 Dblng. Plates under Sounding Pipes
 Engine Room Skylights
 Coal Bunker, Open'gs, Lids, &c.
 Scuppers
 Cargo & Main H'tch'w'ys

Hatches
 Boats
 Masts, Yards, &c.
 Condition, how ascertained. By examination (State if wedges removed)
 Sails
 Equipment letter
 Anchors, No. of 4 B. 15. 1K
 Cables (State if now ranged)
 " length 300 size 2 1/2
 (on board)
 " Rule length 240 size 2 1/2
 (per Table 28)
 Hawsers & Warps
 Standing & Running Rigging

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, 1,97," or "to remain as classed and to have record of survey, 1,97, and the notations of ss No. 1-97 and pND97, &c."

This vessel is now in a good and efficient condition and the Rules for 3rd Special Survey having been complied with she is eligible in our opinion to remain as classed with record of survey No. 3.98 and the notation S.S. No. 3. 3.98 also amended record of tonnage as above.

Office Fee (if chargeable) per Scale II., Sec. 27
 Survey Fee (per Section 28)
 Special Damage or Repair Fee (if any) (per Sec. 28.)
 Travelling Expenses (if chargeable)
 Second Surveyor's Fee (if any)

Fees applied for.
2. 14 1898.
 Received by me,
18 1898.

Committee's Minute
 Character assigned
100 A 1
S.S. No. 3. 3.98
N.D. 3.98. L.M.C. 3.98. N.B. 3.98.

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

TUES. 5 APR 1898

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Port of GlasgowContinuation of Report No. 15947 dated 24 March on the

S.S.

Arizona

Lifting beams fitted to same at each hatch deck. In No 3 hold all orlop beams removed and compensated in the same manner as at No 2 hold and as shown on approved sketch. A screen bulkhead renewed in lower tween decks. No repairs to No 4 hold and steel hatch coaming fitted to main deck in No 5 hold.

In Boiler space. 40 floors, which were found somewhat wasted near the middle line, have been doubled from side keelson to side keelson on each side. The bottom angle bars to side keelsons renewed on each side, all the angles of bilge keelson on port side and the lower angles to bilge keelson on starboard side renewed. Rider plate to centre keelson renewed and rider plates fitted to bilge keelsons and bilge stringers throughout boiler space. The foundation plate to middle line keelson stiffened with angles $5 \times 4 \times \frac{5}{8}$ on its upper outer edges. The angle and face plates to 4 web frames in boiler and bunker space renewed and rider face plates fitted to all the other web frame in those spaces.

The pocket bunkers rebuilt - Two plates renewed in transverse watertight bulkhead at after end of boiler space.

Two orlop deck beams renewed in boiler hold and one additional beam fitted. Two stringers of lower deck plating renewed in lower tween deck bunker and 6 plates renewed at middle of deck.

Fore boiler hatchway in upper, main and lower decks filled in with carlings and plated over; the number of loadens carried in the vessel having been reduced.

An outer plate renewed on each side of stern, 12 outside butt straps fitted over wasted butts of bilge plating on starboard side and 11 on the Port side. Coamings to hatchways and boiler coaming on upper deck doubled where necessary and repaired.

Cargo doors fitted in tween decks. as shown on attached sketch. Upper deck renewed with $3 \frac{1}{2}$ " Teak. Promenade deck renewed with $2 \frac{1}{2}$ " Yellow Pine. A part of flat of main deck renewed. All close ceiling and sparring renewed in holds and tween decks. Additional pillars fitted in tween decks where previously omitted on account of saloon &c. All hatches and fore and afters to hatchways renewed. Masts replaced & steel rigged.

In consequence of the excellent condition of the shell plating it was not considered necessary to ascertain its thickness by boring.

J. Hearle
J. Dodd