

# REPORT of SURVEY for REPAIRS, &c.

No. 4375

Date of writing Report *Apr. 29 1892* When handed in at Local Office *Apr. 29 1892* Port of *Aberdeen* MON. 2 MAY 1892

No. in Reg. Book *28* Survey held at *Aberdeen* Date, First Survey *Feb 11* Last Survey *Apr 29 1892*

TONNAGE *5659* Built at *Glasgow* By whom *R. Napier & Sons.* Master *Jaylor*

GROSS *5659* Owners *G. Thompson & Co.* When *1881.* MONTH *12*

UNDER DECK *2564* Port belonging to *Aberdeen*

NET *2367* Owners' Address *(if not already recorded in Appendix to Register Book.)*

Surveyed Afloat *in Dry Dock?* Name of Dock *Man dry dk* Destined Voyage *London*

WB=DBa, tons; f tons; uE&B *275* tons; CellDB tons; FPT tons; APT *90* tons; MT tons.

Last Survey, No. *52293* Port *Lon.*

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. *Nov. 14, Dec 3, 1891. No.*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, *100 A.1.8.91.* Machinery and Boiler Surveys, (including date of N.B., if any).

Spar dk *S.S. Lond. No 2.90* *10.8.91*

Society's Freeboard (if assigned) as painted on Ship and now verified *8 ft. 5 1/2 ins.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Alterations to Bridge & Repairs*

The Vessel placed in the above dry dock and the bottom examined, and afterwards recoated. The bilge rolling chocks cut off, excepting the angles which still remain. The Old main Boilers removed, and the tank top in way of the same renewed, and the ballast tank retested as per Rule, with satisfactory result. The lower plating of the cross bunker badly wasted, has been renewed and new side bunkers fitted. The sides of the open bridge have been partly closed in with plating 30 in thickness, and new side houses fitted as per approved plans, enclosed herewith. An additional coaling hatch 3ft square fitted in each alleyway, with efficient coamings and solid hatches. The fidley extended

SUMMARY OF DAMAGE REPAIRS: ☒ Plates, Fair'd or Repaired; ☒ Frames, ditto. ☒ Plates, Renewed; ☒ Frames, ditto. Other Repairs. *Tank top & bunkers*

PRESENT CONDITION OF THE

Keels <i>Good</i>	Transoms, Pointers, & Crutches <i>Good</i>	Copper, or Y.M. <i>✓</i>	Hatches <i>Good</i>
Waterways <i>"</i>	Timbers of Frame at the openings <i>"</i>	(State if on Felt.) <i>✓</i>	Boats <i>"</i>
Coamings <i>"</i>	Ditto ditto at other places <i>"</i>	When put on, Month <i>✓</i> Year <i>✓</i>	Masts, Yards, &c. <i>"</i>
Up'r Dk. Beams & Fastenings <i>"</i>	Keelsons <i>"</i>	Rudder <i>Good</i>	Condition, how ascertained <i>from dk</i>
Low'r Dk. Beams & Fastenings <i>"</i>	Clamps, Shells & Stringers <i>"</i>	Windlass & Capstan <i>"</i>	Sails <i>"</i>
Plating <i>"</i>	Salting <i>✓</i>	Pumps <i>"</i>	Anchors No. of <i>3 B 1 S 2 K</i>
Planking <i>✓</i>	Colling <i>"</i>	Engine Room Skylights <i>"</i>	Cables, length <i>300</i> size <i>2 1/2</i>
Seamails or Rivets <i>"</i>	Cement or Asphalt (State which.) <i>"</i>	Coal Bunker, Open'gs, Lids, &c. <i>"</i>	(State if now ranged <i>yes</i> )
Keelhooks & Stemson <i>"</i>	Tanks (State if now tested.) <i>✓</i>	Scuppers <i>"</i>	Hawsers & Warps <i>"</i>
	Caulking of Bot'm, D'k, & Wat'rw'ys <i>"</i>	Cargo & Main H'tch'w'ys <i>"</i>	Standing & Running Rigging <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 so far as seen is in good and efficient condition and eligible in my opinion to remain as classed and to be noted 4-92 in the Register Book*

Office Fee (if chargeable) per Scale II, Sec. 37 *2* Fees applied for, *Apr 29 1892*

Survey Fee (per Section 28) *2* Received by me, *4/5/92*

Special Damage or Repair Fee (if any) *2 5 5* Surveyor to Lloyd's Register of British & Foreign Shipping.

Travelling Expenses (if chargeable) *2* *4/5/92* *L. Hinman*

Second Surveyor's Fee (if any) *2* *TUES. 3 MAY 1892*

Is Certificate now required? *✓* *TUES. 3 MAY 1892*

Committee's Minute *100A1 Spar dk*

Character assigned *+ 2 Mc 4, 92*

*Record Cens (expense pt. Cens pt. Asp)*

*nbk* *+ nbaz*



*S. S. "Aberdeen"*

and raised to the height of the chart room. The galley skylight also raised.

The main rigging cast adrift, the chain plates removed, and refitted and the rigging set up afresh.

The mooring luffs on both sides, shifted further aft clear of the bridge, and securely fastened as before.

The steering gear overhauled, and new steering rods fitted. The chain cables ranged, and found complete, the length at the bottom of the locker marked to  $1\frac{7}{8}$  in thickness.

It was suggested that the vessel should be submitted for the Special Survey No 3. at this time, but the owners declined to comply with the recommendation; preferring to wait until this survey becomes due. Attention was also called to the notification of 75<sup>th</sup> Asp. but the owners inform me that this was all removed in London.

G. L. Hindmarsh