

# REPORT of SURVEY for REPAIRS, &c.

No. 29

Date of Writing Report 26-4-90 18 Port of London Received in London Office SAT 28 APRIL 1890

No. in Reg. Book. Survey held at London Date, First Survey 7 March/89 Last Survey 21st April 1890

13 Supplement on the TONNAGE:-

NET 2154

GROSS 3294

UNDER DECK 3068

Bayonne S/S Steel

Built at Glasgow

By whom A J Inglis

When 1889 - 8

Owners Bayonne S/S Coy Ltd

Port belonging to London

Owner's Address (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Tilbury Dk Destined Voyage New York

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.)

Last Survey, No. 1113

Port

London N. YK

Classed

For carrying petroleum in Bulk

(5) 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 ft. 8 ins. in Winter 7 ft. 0 1/2 ins. as painted on Ship

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repairs in consequence of Damage

Two excess of weather while on her voyage from London New York. For Peak a large number of rivets taken out of two stem plates each side of bow in the frames and landing edges, also of longitudinal stringer in the same neighbourhood, the transverse foremost frame tie rivetted on the port side. The upper part of the vertical stiffeners of the Fore Peak Bulkhead rivetted with tapered liners. Tank tested with fresh water.

Chain Locker The locker cleared and cable ranged out. The athwartship Bulkheads at each end tested with water by filling the adjacent compartments with water.

Water Ballast Tank found The fore and aft middle line Bulkhead entirely renewed with 7/16 steel plates, the centre keelson cropped & bulkhead lapped to it. The boundary angles connecting bulkhead to each athwartship bulkhead renewed. The alternate stiffeners were of built iron 9"x1/2" angle 3x3 1/2"x1/2" with intermediate stiffeners.

PRESENT CONDITION OF THE	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Decks	✓	Transverse Rivets	✓	Rudder	✓	Masts, Yards, &c.	✓
Waterways	✓	Breasthooks and Stemson	✓	Windlass & Capstan	✓	Condition, how ascertained	from Dk
Comings	✓	Transoms, Pointers, & Crutches	✓	Pumps	✓	Sails	Good
Up'r Dk. Beams & Fastenings	✓	Members of Frame at the opening	✓	Cement (if Iron Ship)	✓	Anchors No. 30, 18, 2K	Good
Low'r Dk. Beams & Fastenings	✓	Ritto ditto at other places	✓	Caulking of Bot'm, D'k, & Wat'rways	✓	Cables	Good
Plankbeams	✓	Keelsons	✓	Copper, or Y.M. (State if on felt.)	✓	Hawsers & Warps	✓
Sheerstrakes	✓	Clamps & Shells	✓	When put on	✓	Standing & Running Rigging	✓
Topplates	✓					Hatches	✓
also	✓						
Engine Room Skylights	✓	Coal Bunker, Openings, Lids, &c.	✓	Scuppers	Good	Cargo & Main Hatchways	Good

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

This vessel now appears to be in a sound efficient condition eligible in my opinion to remain as classed & to have the Survey Recorded 4/90

Entry Fee (if chargeable) per Scale I., Sec. 27...	£		
Office Fee (if chargeable) per Scale II., Sec. 27...	£		
Survey Fee (per Section 28) .....	£	18	18
Local on Damage, Fee (if any) (per Sec. 28)....	£		
Surrogate (if required) to be sent as per margin	£		
Travelling Expenses (if chargeable) .....	£		
Second Surveyor's Fee (if any) .....	£		

Fees applied for,

24 11 1890

Received by

24/4/90

At

Edward J. Tierney

G. Stanbury

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

TUES 10 AUGUST 1890

Committee's Minute

TUES 29 APRIL 1890

Character assigned

100A1

Span Dk

For carrying Petroleum in Bulk

ROBERT EDMUND TAYLOR & SON, Commercial Surveyors, 18, Old Street, Goswell Road, London.



50547 ton.

6" x 3" x 1/2" extending <sup>from</sup> the ~~same~~ <sup>floor</sup> ~~deck~~ <sup>and to</sup> the main deck. riveted to the brackets on floors, and to new brackets at their heads those on the vertical <sup>bulk</sup> stiffeners. being 5'-0" x 4'-0" x 5/8" those on the angle stiffeners. 3'-0" x 2'-0" x 5/8" which are fitted on each side of the bulkhead. Two fore and aft horizontal girders, about 4 1/2 feet apart were fitted on the starboard side of the bulkhead formed of a 9" x 1/2" bulb plate and a single 4" x 3" x 1/2" angle iron, with horizontal bracket plates securing them to the athwartship bulkheads. 4'-0" x 4'-0" the bevelled edge stiffened by a 3" x 3" x 1/2" angle iron to prevent buckling. Two plate girders on after athwartship bulkhead removed faired and replaced & fitted with a large plate bracket at the heel to secure same to the floors. 3 bulb iron stiffeners similarly dealt with. This compartment filled with water, with a pressure of 8 feet above the crown of the tank. The pumping engine replaced & refitted.

Oil Tanks. 5 plates in the upper part of the middle line bulkhead renewed for about 5 feet in each of the Nos 2 & 6 Oil Tanks. In each of the oil compartments Nos 1, 2, 3, 4, 5, 6, 7, 8 & 9 bracket plates were fitted to each of the intermediate beams on each side of the middle line bulkhead, those on the port side being secured to the bulb stiffeners, those on the starboard side by short angles to the bulkhead in wake of the intermediate angle iron stiffeners. The bent vertical stiffeners <sup>were</sup> removed from the middle line bulkheads in Nos 2, 6 & 8 Tanks, faired & then replaced. Two broken angle iron stiffeners in No 2 Tank replaced with a new 6" x 3" x 1/2" angle & the other damaged angle stiffener in this tank partly renewed. The middle line bulkhead in each of the oil tanks Nos 2, 4, 6 & 8 additionally stiffened by the introduction of 2 pairs of horizontal stiffeners with bracket plates at their ends as described for the water ballast tank. That each of the oil tanks Nos 1, 3, 5, 7 & 9 <sup>were</sup> tested by being filled with water to the top of Hatch Coamings on Spar Deck. The tail plate of the Rudder was removed and trunk examined, bolts & beams over screw aperture caulked and these parts tested with water. The steering wheel removed & renewed. The steering chains overhauled & repaired and sundry minor repairs to deck fittings effected as found necessary. Bottom examined in dry dock found in good condition, it was not painted on this occasion except patches.

L. Ward and Turner

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