

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *October 22nd 1897* When handed in at Local Office *Oct 22nd 1897* Port of *Aberdeen*
 No. in Reg. Book. *85* Survey held at *Aberdeen* Date, First Survey *Oct 4th 1897* Last Survey *Oct 4th 1897*
on the Wood, Iron or Steel *S.S. "Banflow"* (No. of Visits *one*) Master *J. West-*

TONNAGE:— Built at *Newcastle* By whom *C. Mitchell & Co* When *1873-10*
 GROSS *3594* Owners *Aberdeen Atlantic S.S. Co* Port belonging to *Aberdeen*
 UNDER DECK *3153* Owners' Address *(J. Rust & Son)*
 NET *2332* (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? *Afloat* Name of Dock *Aberdeen* Destined Voyage *Antwerp*

WB=CellDBorDBa feet; uE&B feet; f feet; f
 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.

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.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100A/10-95</i>		<i>+LMC/1-97</i>
<i>DD hmc 203-385</i>		<i>+NB/3-85</i>
<i>DD hmc 202-95</i>		<i>+NDB/85</i>

Last Survey, No. *34741* Port *Two*

(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.)

Society's Freeboard (if assigned) as painted on Ship and now verified } *6-33* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Repairs done at Montreal*

This vessel is stated to have been looking on the last voyage out to Montreal. This is said to have been due to painting action at aft of the collision bulkhead. In consequence of this considerable repairs were done at that port. These repairs the owner stated were considered by the Montreal surveyors to be of a temporary nature, & more to be made permanent at the owners convenience. At his request an examination of them was made by me & the following found to have been done.— viz.—

Each frame on each side of the ship from the 1st to the 11th inclusive aft of the collision bulkhead connected together with an abnormally strong cross beam. Those on the 1st, 3rd, 5th, 7th, 9th & 11th being about 5 feet above the Nelson top; those on

SUMMARY OF DAMAGE REPAIRS:—

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Faired or Repaired ...								

PRESENT CONDITION OF THE

	Timbers of Frame at the openings.	Rudder.	Hatches.
Docks	Ditto ditto at other places.	Windlass & Capstan	Boats.
Waterways.	Keelsons	Have Pumps now been examined and found efficient?	Masts, Yards, &c.
Coamings	Stringers, Clamps & Shells	Have Sluice Valves now been examined and found efficient?	Condition, how ascertained
Up'r Dk. Beams & Fastenings	Salting (State if examined.)	Have Watertight Doors now been examined and found efficient?	(State if wedges removed)
Low'r Dk. Beams & Fastenings	Ceiling	Dblg. Plates under Sounding Pipes	Sails.
Plating	Cement or Asphalt (State which.)	Engine Room Skylights	Equipment letter <i>WS</i>
Planking	Tanks (State if now tested.)	Coal Bunker, Open'gs, Lids &c.	Anchors, No. of
Rivets or Treenails	Caulking of Bot'm, D'k, & Waterways	Scuppers.	Cables (State if now ranged)
Breasthooks & Stemson	Copper, or Y.M. (State if on felt.)	Cargo & Main Hatchways	" length (on board) size
Transoms, Pointers, & Crutches.	When put on, Month Year		" Rule length (per Table 22) size
			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 when examined appears to be satisfactory, eligible in my opinion to remain as classed without fresh record.

Office Fee (if chargeable) per Scale II., Sec. 27	£	Fees applied for,	
Survey Fee (per Section 28)	£ <i>none</i>		18
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	Received by me,	
Travelling Expenses (if chargeable)	£		18
Second Surveyor's Fee (if any)	£		

Committee's Minute *FRI. 29 OCT 1897*

Character assigned *Deferred for permanent repairs & compl. of 2nd. No. 3*

TUES. 31 MAY 1898

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

TUES. 9 NOV 1897

FRI. 6 MAY 1893

Lloyd's Register Foundation

ABN14-0345(112)

S.D. "Hankow"

on the 2nd, 4th, 6th, 8th & 10th frames being about 3 feet above the keelson, the measurement being taken to the top of the beams. - Approximate sizes. -

Beams 12 to 14 deep + $\frac{3}{4}$ " thick. Double angles on the top only, 5 1/2 x 4" x 1/2". - These beams are attached to the frames with bracket plates at least twice their depth. - The limbers in the way of the repairs filled up with cement. -

The whole appears to be perfectly tight & sound & the work done appears to be abnormally strong & fitted to remain in the ship until such time as the owners finds it convenient to dock the vessel & make permanent repairs. -

Francis Gibson