

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of Writing Report *Aug 5<sup>th</sup> 1901* When handed in at Local Office *Aug 24<sup>th</sup> 1901* Port of *Belfast*  
 No. in Survey held at *Belfast* Date, First Survey *Feb. 15<sup>th</sup> 1900* Last Survey *Aug 21<sup>st</sup> 1901*  
 Reg. Book. *106* on the *Wood, Iron or Steel* *Turn S.S. Philadelphia (ex Paris)* Master *A. R. Mills 1899-1901*

TONNAGE:— Built at *Glasgow* By whom *J. D. Thomson* When *1889* - *3*  
 GROSS *10433* Owners *The International Navigation Co. Port belonging to New York*  
 UNDER DE. *2566* Owners' Address *New Jersey, Philadelphia U.S.*  
 NET *4599* (if not already recorded in Appendix to Register Book.)  
 Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Alexandra* Destined Voyage *New York*  
 WB=CellDBorDBa *106* feet; uE&B *179* feet; f *121* feet;  
 total capacity *153* tons. FPT — tons; APT — tons; LMT *30* feet *194* 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 and Expired.	Machinery and Boiler Survey. (including date of N.B., if any).
+		+
<i>S.P. No. 2.96</i>	<i>3.90</i>	
<i>(Stranded 5.99)</i>		
Society's Freeboard (if assigned) as painted on Ship and now verified		

Last Report, No. *3119* Port *N. Y.*

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 summarized 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. *Mar. 10 and June 7, 00*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage caused by stranding, Re-instatement of class, Special Survey No. 3, and Alterations.*

This vessel stranded on the Maracle rocks on the Cornish Coast on the 21<sup>st</sup> May 99, was floated on the 11<sup>th</sup> July, surveyed in Dry dock at Milford Haven on the 23<sup>rd</sup> August and temporarily repaired, and she subsequently came to Belfast to be permanently repaired.

On examination in dry dock, the fore foot, Keel, and the whole of the inner and outer bottoms, Centre and side girders, floors and frames were found badly corrugated and broken from the collision bulkhead to the after end of engine room, from margin plate to margin plate; the lower parts of the eight bulkheads in fore body buckled, hold pillars broken and bent over the

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	<i>224</i>	<i>121</i>	<i>121</i>	<i>121</i>				<i>Fore foot casting removed.</i>
Removed and Faired or Repaired								<i>other items as enumerated</i>
Faired or Repaired in place	<i>12</i>	<i>22</i>	<i>22</i>	<i>22</i>				

  

PRESENT CONDITION OF THE	Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State which.)	Rudder	Windlass	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?
Decks	<i>Good</i>	<i>Good</i>	<i>Yes</i>	<i>Yes</i>	<i>Good</i>	<i>—</i>	<i>both</i>	<i>New</i>	<i>—</i>	<i>Yes</i>	<i>—</i>	<i>Yes</i>
Caulking of Decks	<i>—</i>											
Waterways	<i>—</i>											
Coamings	<i>—</i>											
Beams & Fastenings	<i>—</i>											
Outside Plating	<i>—</i>											
Caulking of ditto	<i>—</i>											
Rivets	<i>—</i>											
Breasthooks & Crutches	<i>—</i>											
Transoms	<i>—</i>											
Frames	<i>—</i>											
Reverse Frames	<i>—</i>											
Floors	<i>—</i>											
Keelsons	<i>—</i>											

  

DBing. Plates under Sounding Pipes.	Engine Room Skylights	Coal Bunkers, Open'gs, Lids, &c.	Souppers	Cargo Hatchways	Hatches	Planking of Wood Vessels	Caulking	Treenails	Breasthooks & Stemson	Transoms, Pointers, & Crutches ditto	Timbers of Frame at openings	Ditto ditto at other places ditto	Stringers, Clamps & Shells	Salting (State if examined.)
<i>Yes</i>	<i>Good</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>									

  

Copper, or L.M. of Wood Vessels. (State if on felt.)	When put on, Month	Year	Boats	Masts, Yards, &c.	Condition, how ascertained	(State if wedges removed)	Sails	Equipment letter	Anchors, No. of	Cables (State if now ranged)	" length (on board)	" Rule length (per Table 22)	Hawsers & Warps	Standing & Running Rigging
			<i>Good</i>	<i>—</i>	<i>Exam aloft</i>	<i>Yes</i>	<i>Good</i>		<i>4 B. 1 S. 3 K.</i>	<i>Yes</i>	<i>330 ft. size 2 1/2</i>	<i>236 size 2 1/2</i>	<i>Good</i>	<i>—</i>

## General Observations, Opinion as to Class, Recommendation, &amp;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, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptND98, &c."

This vessel has been thoroughly repaired; the requirements of the Rules for the S.S. No. 3 have been fully complied with; the vessel is now in good and efficient condition and eligible in our opinion to have her class reinstated in the Register Book, to have record of Survey S. 01, and the notation

Office Fee (if chargeable) per Scale II, Sec. 37	Survey Fee (per Section 22, Reinstatement of class, and alteration)	Special Damage or Repair Fee (if any) (per Sec. 22.)	Travelling Expenses (if chargeable)	Special Surveyor's Fee (if any)
<i>50</i>	<i>0</i>	<i>0</i>	<i>60</i>	<i>54</i>
<i>24</i>	<i>0</i>	<i>0</i>	<i>10</i>	<i>9</i>
<i>24</i>	<i>0</i>	<i>0</i>	<i>6</i>	<i>0</i>
<i>24</i>	<i>0</i>	<i>0</i>	<i>6</i>	<i>0</i>
<i>24</i>	<i>0</i>	<i>0</i>	<i>6</i>	<i>0</i>
<i>24</i>	<i>0</i>	<i>0</i>	<i>6</i>	<i>0</i>
<i>24</i>	<i>0</i>	<i>0</i>	<i>6</i>	<i>0</i>
<i>24</i>	<i>0</i>	<i>0</i>	<i>6</i>	<i>0</i>
<i>24</i>	<i>0</i>	<i>0</i>	<i>6</i>	<i>0</i>

Fees applied for,

S.S. Bel. No. 3: S. 01.

Received by me,

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

Committee's Minute

Character Assigned

FRI. AUG 30 1901

100A1

+ LMC 8, 01

+ WE 138, 01

No. 3-8, 01

WDBOY RD



© 2019

Lloyd's Register Foundation

BELT

Has a Survey also been held on the Machinery of the Ship? If so, in the Report sent now, or when will it be sent? Give date.

In Certificate required? If so to be sent to



Port of *Belfast*

Continuation of Report No.

dated Aug<sup>r</sup> 24<sup>th</sup> 1881 on the*S.S. "Philadelphia" (ex "Paris")*.

Asphalte over the new work, and where found broken in other parts of the vessel; the suction pipes, air and sounding pipes, all renewed in the fore part of the vessel, and the rest, together with the deck and ballast pumps, and watertight doors, all overhauled, repaired where necessary and made efficient; the water ballast tanks throughout the vessel tested as required by the Rules; doubling plates fitted over cracks found at the corners of the doorways of the deck houses, and on the upper deck in the Port alleyway aft; the wood deck and lining on same damaged during salvage operations renewed, and the whole of the decks, including promenade and bridge decks caulked all over. The chain cables ranged. The masts, rigging, sails, boats, windlass, winches, steering gear and connections all overhauled, repaired where required and made efficient; new stays have been fitted to the Main and Mizzen masts. The insulated chambers repaired where found damaged and made good.

The coal bunkers cleared, the whole of the frames, stringers, hooks, floor plates, Keelsons (the engine and boiler bearers have been renewed to receive new Engines & boilers) ends of beams, watertight bulkheads, rivets and inner surface of plating exposed, and the condition of the plating in way of side lights ascertained.

All oxidation has been removed from the several parts above named, also from the outside plating, rivets, keel and stem, and the vessel thoroughly cleaned and painted all over inside and outside.

*S.S. No 3.* - What has been done in carrying out the recommendations for the repairs of damage, embodies most of the requirements of the Rules for this survey; the following repairs are due to wear and tear, viz. - two strakes of Lower deck plating renewed each side of the boiler space, and the side bunkers renewed each side. The general equipment has been examined, and 130 fathoms 7" steel wire hawser, test 115 tons, by Bullivant & Co., now supplied.

Alterations. - The rudder and stern frame removed, the after part of the vessel from the intersection of the counter with the rudder post, tapering forward to where the propeller shafting came through the plating.

the whole of this space, and other damages, as enumerated in the press copy of Damage Survey report attached hereto.

*Repairs of Damage.* - The lower part of stem forging cut off and a new scarp cut off and a new scarp put; a new fore foot casting fitted longer to meet the new scarp in stem; 10 consecutive keel plates renewed from forward and the two plates No 23 and 24, together with the first sixteen keel doubling plates, and the two plates No 21 and 22, and the keel rubbing bars for the same length; the centre girder plate, and top and bottom angles renewed from the collision bulkhead to the after end of engine room, a length of about 351 feet; the whole of the cellular double bottom frames, floors, reverse bars, and side girders renewed from the fore end of double bottom to the after end of engine room on both sides; the inner bottom plating renewed from margin plate to margin plate for the same length, and three margin plates renewed forward, two on Port side and one on Starboard side; the crippled frames and floors before the fore end of double bottom and in way of fore foot casting, 11 each side, cut and partly renewed with efficient scarps and straps to same; the plating on top of tank in No 1 hold, the vertical divisions in centre, and the angle connections of top plating with shell, all renewed; the panting stringers repaired, and the following outer bottom plates renewed on both sides, viz. - in A strake No 1 to 20 consecutively and inclusive

B	-	"	-	No 1 to 17	-	"	-	"	-	"
C	-	"	-	No 1 to 10	-	"	-	"	-	"
D	-	"	-	No 1 to 14	-	"	-	"	-	"
E	-	"	-	No 1 to 13	-	"	-	"	-	"
and in F	-	"	-	No 10 to 19	-	"	-	"	-	"

The holes cut in bow plates to receive the supporting logs, have been neatly filled in with plates, and doubling plates fitted over all; the two plates cut for salvage purposes renewed; the plates across the lower parts of the bulkheads renewed, together with the connecting angles and brackets to inner bottom renewed, the lower ends of stiffeners cut and partly renewed with efficient scarps; the web frames repaired; the broken and badly bent pillars renewed, and those slightly bent straightened and refitted; the whole of the close ceiling on the inner bottom and bilges forward of the E. and B. space renewed, and the rest of the close and spar ceiling throughout the vessel removed for cleaning and painting, and afterwards refitted and repaired where necessary; the bottom recemented with

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.



Port of *Belfast*

Continuation of Report No.

dated *Aug<sup>r</sup> 24<sup>th</sup>* on the*S.S. "Philadelphia" (ex "Paris").*

- a length of about 80 feet - has been cut away, in order to carry out the frames and plating so as to enclose the shafting, in accordance with modern practice.

A new stern frame, and a new spectacle frame have been fitted of cast steel; the after length of flat plate keel and doubling to same renewed.

36 frames have been cut each side and partly renewed to the required form, all with efficient scarphs; the following plates have been replaced with new each side, viz- in A stroke 2 plates, in B stroke 3; in C 3; in D 4; in E 5; in F 6; in G 6; in H 5; in I 3; in K 3; in L 3; in M 2; and in N 3; 2 new after deep floors, and 2 new transoms fitted.

A new solid cast steel rudder and quadrant have also been fitted.

The sizes and scantlings of the new work are mostly in excess of what they were originally, and the material and workmanship are very good.

*James Turpin*  
*R. J. Bennett Esq*

In order to adapt the engine and boiler space to the requirements of the new engines and boilers which have been fitted, the bulkheads that were in the vessel on frames 101 and 115, between the original boiler spaces, have been removed, excepting at the sides, which have been converted into two deep web frames each side, and a new watertight bulkhead fitted on frame 109. The bulkhead at fore end of boiler space, at frame 129, has been recessed at the lower deck two frame spaces forward, and renewed from the lower deck down.

The revised particulars for record of double bottom &c. are. - W. B. - Cell D. B. a 106, a E & B 149 f 121, 1553 t. D. B. f 30 - 194 t.

*James Turpin*



© 2019

Lloyd's Register  
Foundation