

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report June 5 1900 When handed in at Local Office June 5 1900 Port of *Applodone*

No. in Reg. Book 12 Survey held at *Applodone* Date, First Survey *May 24* Last Survey *June 2 1899* (No. of Visits) 6 Master *Davies*

TONNAGE:— Built at *Grand Mass P. S. I.* By whom *J. Lee* When 1889 - 9  
GROSS 375 Owners *Lee. P. P. Nich and Co. Imps* Port belonging to *Charlton Arms*  
UNDER DK 358 Owners' Address *as recorded*

NET 357 (if not already recorded in Appendix to Register Book.)  
Surveyed Afloat or in Dry Dock? *Dry Dock* Name of Dock *Nichmond* Destined Voyage *Newport*

WB=Cell DBorDBa feet; uE&B 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. 19411 Port *Col*

(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, 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.)

REPAIRS OR EXAMINATION AS PER RULE, FOR *Continuation Survey No 2*

This vessel has been placed in dry dock at the Messrs Shearman & Sturges entirely off the bottom and elsewhere all the outside plating for the metal upwards including the plank shees and waterways, scraped bright. The hull cleaned and paper stays made outside the inside being done at Cardiff. All on course &c at Cardiff. The condition of the timbers ascertained by the removal of the greenaid in the space at Cardiff. The removal of Saw Plank on each side above the wale also a plank in each bow and each buttock, one iron nail driven out from every alternate frame or fourth timbers, between the upper edge of the wale and the light water mark and a special check made of the top sides and bottom as directed, for making a judgment to be formed as to the general state of the greenaid and the timbers and planking. Both of them examined at Cardiff. Middle Line Bolt Metal End

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
Decks <i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Waterways			
Coamings			
Up'r Dk. Beams & Fastenings			
Low'r Dk. Beams & Fastenings			
Plating			
Planking <i>Good</i>			
Rivets or Treanails			
Breasthooks & Stems			
Transoms, Pointers, & Crutches			
	Keelsons	Windlass & Capstan	Boats
	Stringers, Clamps & Shelves	Have Pumps now been examined and found efficient? <i>See efficient</i>	Masts, Yards, &c.
	Salting (State if examined.) <i>Examined</i>	Have Sluice Valves now been examined and found efficient? <i>✓</i>	Condition, how ascertained <i>made by abt</i>
	Ceiling <i>Good</i>	Have Watertight Doors now been examined and found efficient? <i>✓</i>	(State if wedges removed)
	Cement or Asphalt (State which.)	Dblng. Plates under Sounding Pipes <i>✓</i>	Sails <i>Good</i>
	Tanks (State if now tested.)	Engine Room Skylights <i>✓</i>	Equipment letter
	Caulking of Bot'm, D'k, & Wat'w'ys <i>✓</i>	Coal Bunker, Open'gs, Lids, &c. <i>✓</i>	Anchors, No. of <i>3 B 15 1 K</i>
	Copper, or Y.M. (State if on Felt) <i>J. P. in felt</i>	Scuppers <i>Good</i>	Cables (State if now ranged) <i>✓</i>
	When put on, Month <i>6</i> Year <i>1900</i>	Cargo & Main H'tch'w'ys	" length <i>210</i> size <i>1 7/8</i>
			" Rule length <i>210</i> size <i>1 7/8</i>
			(per Table 23)
			Hawsers & Warps <i>Good</i>
			Standing & Running Rigging <i>Good</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, 1,97," or "to remain as classed and to have record of survey, 1,97, and the notations of ss No. 1-97 and ptND97, &c."

This vessel is now in a good and efficient condition and eligible in my opinion to be classed A1 7 days from the 3-99 and to be recorded as such in the Register Book

Office Fee (if chargeable) per Scale II., Sec. 27	Fees applied for,
Survey Fee (per Section 28)	June 2 1900
Special Damage or Repair Fee (if any) (per Sec. 28.)	Received by me, <i>George Westcott</i>
Travelling Expenses (if chargeable)	<i>William Robb</i>
Second Surveyor's Fee (if any)	Surveyor to Lloyd's Register of British & Foreign Shipping.
Committee's Minute	
Character assigned	

Contn. Wide Appl. HULL CERTIFICATE WRITTEN 11/25 Cont 721 from 9,99 7 + 4/6 6.00

Lloyd's Register of Shipping

B1077-0274(1/2)

Port of Apudone Continuation of Report No. June dated 26/4 on theB.M. Pathless

The listing of caulking cut at Cardiff for one fifth the hold and for the remaining three fifths of the ship length the state of the timbers ascertained by driving out a specimen from every fourth timber in the bilge planking a shake of deck over the water on each side taken up for the examination of the beams all yellow metal bolts tested and found to be good all the rest good.

The salting made good in the way of the plank removed and the ship filled up all over in all 1200 tons and a half of salt dust in

The ship caulked from the keel to the metal line about two feet of bottopping on the ship above the metal being put on in 1897 the vessel at that time on a full up to the height of the present bottopping I found the metal fastenings in places to extend to the height of bottopping and above and on enquiry of the overlooker it was found as to cover the width of the metal after stuffing she being not metalled as high as before. Removed a portion of the bottopping and found the caulking to be very good the decks caulked where necessary

The Windlass &c attended to at Cardiff  
Repairs from West Sea

New Gun Main Cunnings and all the Hatch repaired  
Wheel blocks and chain repaired

New Main Topmast. Scupper found broken repaired

The casing of the Reel repaired and Reel set

New Main and main S. Saie

New Reef & Shovel Hel yard and 4 coils of rope  
rope for new running gear

I have sent a sample of the caulking taken out from the ship where the plank was removed



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