

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 11th May 93 When handed in at Local Office 12th May 93 Port of Dundee
 No. in Reg. Book 356 Survey held at Dundee Date, First Survey March 6th Last Survey 9th May 1893
 on the Wood, Iron or Steel S.S. Gordonia (No. of Visits 22 Master J. L. Thompson & Sons When 1881 Year 2 MONTH 2

TONNAGE:— Built at Sunderland By whom J. L. Thompson & Sons When 1881 Year 2 MONTH 2
 GROSS 2382 Owners R. Gordon & Co. Port belonging to London
 UNDER DK. 2362 Owners' Address (if not already recorded in Appendix to Register Book.)
 NET 1555

Surveyed Afloat or in Dry Dock Afloat Name of Dock Last Graving Dock Destined Voyage The Tyne
 WB=DBa tons; f tons; uE&B tons; Cell DB tons; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 FPT tons; APT tons; MT tons.

Last Survey, No. 27755 Port UWC

(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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part Special Survey N^o 3 and fitting New Boilers, and Repairs

Part S.I. N^o 3 Vessel placed on blocks in Dry Dock, bottom, keel, and rudder, examined and cleaned and recoated. Coal bunkers cleared, and between the Engine and Boiler room bulkheads the whole of the frames, stringers, floor plates, keelsons, Engine & Boiler bearers, ends of beams, watertight bulkheads, rivets and inner surface of the plating exposed and examined; all oxidation removed from the several parts named and recoated. It was considered unnecessary to have the shell plating as there appeared to be no material reduction in the scantlings. The cement has been examined by testing found adhering satisfactorily to the iron work.

Repairs, due to wear & tear &c. Main & Donkey Boilers put ashore and new Main Boilers (two) put aboard. In the Boiler space Y part-reverses on the Port side & 8 on the starboard side renewed, Y intercostal plates and one continuous plate to the side keelson on each side renewed and two continuous angles to this keelson on the Starboard side renewed and on the Port side one continuous angle renewed & one part-doubled Boiler stands renewed: bunker sides from floors to Main deck on both sides renewed. Recess for Donkey Boiler at after end of Main hold removed and the bulkhead carried straight across the ship with

SUMMARY OF DAMAGE REPAIRS:—Plates, Fair or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE		Transoms, Pointers, & Crutches		Copper, or Y.M.		Hatches	
Decks	see note, otherwise good	Timbers of Frame at the openings	good	(State if on Y.M.)	Year	Boats	good
Waterways	good	Ditto ditto at other places	good	When put on, Month	Year	Masts, Yards, &c.	good
Coamings	good	Keelsons	good	Rudder	good	Condition, how ascertained	from deck
Up'r Dk. Beams & Fastenings	good	Clamps, Shells & Stringers	good	Windlass & Capstan	good	Sails	good
Low'r Dk. Beams & Fastenings	good	Salting—	(State if examined.)	Pumps	good	Equipment letter	3B 1S 2K
Plating	see note, otherwise good	Ceiling	good	Engine Room Skylights	good	Anchors, No. of	3B 1S 2K
Planking	good	Cement or Asphalt	good	Coal Bunker, Open'gs, Lids, &c.	good	Cables (State if now ranged)	not ranged
Treenails or Rivets	good	Tanks	not tested	Scuppers	good	„ length	size good
Breasthooks & Stemson	good	Caulking of Bot'm, D'k, & Wat'r'ys	good	Cargo & Main H'tah'ys	good	„ Rule length	size good
						Hawsers & Warps	good
						Standing & Running Rigging	good

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, with the exception of the defects referred to above, is now, so far as seen, in a good and efficient condition, and is in our opinion eligible to remain as Classed, subject to the repairs being effected at Newcastle as arranged, and when the Survey is completed to have record of Survey 5, 93 & the Notation S.I. Dun. N^o 3-5, 93

Office Fee (if chargeable) per Scale II., Sec. 27 £ 3 : 0 : 0
 Survey Fee (per Section 28) £ 3 : 0 : 0
 Special Damage or Repair Fee (if any) (per Sec. 28.) £ : :
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :
 *Is Certificate now required? ☒

Committee's Minute Deferred for
 Character assigned White Hwc.
Conf. of No. 3
Rpt to Hwc. 19/5/93

Surveyor to Lloyd's Register of British & Foreign Shipping.
 FRI 16 JUN 1893
 FRI 25 MAY 1894
 FRI 27 JUL 1894

Lloyd's Register Foundation

S.S. *Gordonia*

with 6 new plates & new stiffening angles: 7 plates of bulkhead at fore end of boiler room in 'tween decks and the top & bottom angles renewed, two plates and doubling of main deck on both sides in the humpers renewed, and the angle coamings to the two coaling hatches on the main deck on both sides renewed. Casings of Engine & Boiler hatch in 'tween decks repaired - parts renewed, and one coaming plate and connecting angle bar on each side in way of coaling shoot renewed: saddle back coaling shoot repaired - part-renewed. Bilge and suction pipes in Boiler room repaired. New steel skylight and bosby hatch fitted above cabins right aft on Spar deck. Cement repaired.

To complete the Special Survey N^o 3 the following requires to be done:-

Holds & Peaks to be cleared, all close ceiling removed and the rivets & flat of bottom, the whole of the frames, stringers, hooks, floor plates, Keelsons, ends of beams, watertight bulkheads rivets and inner surface of the plating exposed & examined, ^{the condition of the} plating in way of side lights ascertained; the flat of decks and their fastenings to be examined, the masts spars and general equipment examined - mast wedges removed. The ceiling removed from the double bottom and ^{with} the peak tanks ^{to be} tested. Chain cables to be ranged for inspection. The Steam steering gear & its connections to be examined.

There is a cracked plate in the Spar deck on the Port side between the forward coaling hatch and the stringer: the main deck plating forward of the Boiler room bulkhead above the place where the Donkey Boiler stood is very much wasted, also there is an indentation or sink-hole at the height of the peak tank top which is stated to have been caused by striking the pier on returning from the Trial trip. The attention of the Owners has been called to these defects and they have been advised of what is necessary to be done to complete the Special Survey N^o 3, see copy of letter herewith.

The Vessel left for the Tyne on Wednesday the 10th inst, where it is stated the survey will be completed: and the Newcastle Surveyors have been advised accordingly.

A.M. H.C.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.