

# REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 2<sup>nd</sup> Jan 1906 When handed in at Local Office 19 Port of Dundee  
 No. in Survey held at Dundee Date, First Survey 10<sup>th</sup> October Last Survey 28<sup>th</sup> Decr 1905  
 Reg. Book. 242 on the Steel & Sr "Electra" (No. of Visits 36) Master V. F. Sparks - 02  
 YEAR MONTH

TONNAGE:- Built at Glasgow By whom R. Napier & Sons When 1885  
 GROSS 1219 Owners Eastern Telegraph Co. Ltd Port belonging to London  
 UNDER DECK 484 Owners' Address London  
 NET 656 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Both Name of Dock East Dry Dock Destined Voyage London  
 WB = Cell DBor DBa 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 Report, No. 65606a Port Lon

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	When Assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1 Lon</u>	<u>10.02</u>	<u>LMC 1.02</u>
<u>swing deck with freeboard</u>	<u>12.96</u>	<u>BS 8.04</u>
<u>S.P. Lon No 3</u>	<u>02</u>	
<u>S.P. Lon No 1</u>		
Society's Freeboard (if assigned) as painted on Ship and now verified		<u>9' 2 1/2 ins.</u>

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 or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined?  also whether any damage report was made, and, if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No 2 :-

Vessel placed in dry dock, bottom cleaned; all oxidation removed from outside surface of plating: rudder lifted & gudgeons bushed: Bottom keel, rudder & examined and found in good condition. Holds, peaks and bunkers cleared and all boilers removed; all close and spar ceiling removed and ballast tanks cleaned out: all oxidation removed from all parts internally. Examined all frames floors plating, deck beams, stringers, keelsons, shell plating, cement & in peaks, holds, bunkers, E & B space, ballast tanks, cable tanks, decks, bulkheads and all found or put in good condition. All ballast tanks listed as per Rule and found satisfactory: Examined plating in way of side lights, chain cables (ranged) anchors, mast (wedged out) spars, rigging, shives, watertight doors, hand pumps, steering engine, steering chains

SUMMARY OF DAMAGE REPAIRS :-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Faired or Repaired	<input checked="" type="checkbox"/>							
Faired or Repaired in place								

PRESENT CONDITION OF THE	Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement (State which.)	Rudder	Windlass	Have Pumps now been examined and found efficient?	Have Shive Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?	Dblg. Plates under Sounding Pipes	Engine Room Skylights	Coal Bunkers, Open'gs, Lids, &c.	Scuppers	Cargo Hatchways	Hatches	Planking of Wood Vessels	Caulking ditto	Treenails ditto	Breasthooks & Stemson ditto	Transoms, Pointers, & Brutoches ditto	Timbers of Frame at openings ditto	Ditto ditto at other places ditto	Stringers, Clamps & Shelves ditto	Salting ditto (State if examined.)	Copper, or Y.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)	length (per Table 22)	Hawsers & Warps	Standing & Running Rigging
Decks <u>good</u>	<u>good</u>	<u>good</u>	<u>yes</u>	<u>yes</u>	<u>good</u>	<u>"</u>	<u>Cement</u>	<u>"</u>	<u>"</u>	<u>yes</u>	<u>yes</u>	<u>yes</u>	<u>now fitted</u>	<u>good</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>of Wood Vessels</u>	<u>ditto</u>	<u>ditto</u>	<u>ditto</u>	<u>ditto</u>	<u>ditto</u>	<u>ditto</u>	<u>ditto</u>	<u>When put on, Month Year</u>	<u>good</u>	<u>"</u>	<u>by examination</u>	<u>none</u>	<u>0</u>	<u>3B-18-2K</u>	<u>yes</u>	<u>255</u>	<u>115-98</u>	<u>sufficient</u>	<u>good</u>	

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

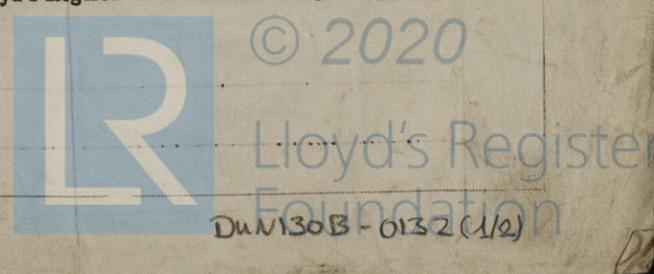
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,98," 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 is now in a good and efficient condition and eligible in my opinion to remain as classed with record of survey 12.05, the notation of S.S. Dun No 2-05, and part new deck pt.ND.05

Office Fee (if chargeable) per Scale II, Sec. 27	£	5	10	0
Survey Fee (per Section 28)	£	5	10	0
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	4	19	5
Travelling Expenses (if chargeable)	£			
Second Surveyor's Fee (if any)	£			

Fees applied for, 2<sup>nd</sup> Jan 1906  
 Received by me, Wm Morrison  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute  
 Character Assigned 100 A1  
and dk with plb + LMC 12.05  
handles - P.P. N. 2. 05 + R.B. 12.05



Has a survey also been held on the Machinery of the Ship? If so, is the Report sent near, or when will it be sent?

Is Certificate required? If so to be sent to

with paint or black composition inside and outside: steering chains annealed and several steering rods, pins and sheaves renewed, and a number of minor repairs effected.

A refrigerating chamber of 250 cubic feet capacity, insulated with silicate cotton has been fitted on the main deck for the use of the ship's stores.

Wm Morrison

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When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors #	WEIGHT, EL. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 22.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collector Weight.															
	Stream															
	Kedge															

When a bower anchor is supplied it must be clearly stated whether it is a 1st 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 22.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Stain-soft.	Breaking.	Supplied.	For Table 22.	Length.	Diam.			
5190	120	1 7/8	43.9	61.4	154-2-7	149-1-9	120	1 7/8	Stud Brown Lenox's Off	28.11.05	J. W. Penn Supt

Wm Morrison

Port of *Sunder* Continuation of Report No. 7117 dated 2<sup>d</sup> Jan 06 on the

S.S. "Electra" (Hull)

chains, rods, pins sheaves; hatch four afters, hatches, and all found or put in good condition.

The survey now held, has been equal to the requirements of the Rules for second S.S. 9<sup>th</sup> 3 except that the survey has not been held by two surveyors and the hull plating has not been drilled for thickness. The Owners representative however does not wish this survey to be considered as an S.S. 9<sup>th</sup> 3.

The following repairs have now been satisfactorily carried out and were considered necessary on account of wear & tear:-

Teak awning deck planking renewed with 2 1/2" teak from fore end of aft saloon right forward, except in small deck houses or about 3/4<sup>th</sup> of the deck renewed: Main deck sheathing renewed from fore end of aft saloon right forward with 3" pitch pine except alleyway at sides of Engine & Boiler space which has been sheathed with litonilo and galley which has been cemented: all iron work of main and awning decks chipped examined and painted before planks were re-laid: One strake of main deck plating on each side & next engine and boiler space renewed: main deck plating under donkey boiler renewed: Boiler casing coaming at main deck renewed also coamings of side houses in way of boiler <sup>space</sup> renewed: 7 floors under boilers renewed with 7/16 iron and double reverse frames 3x3x7/16: one floor in boiler space doubled for about 5 ft: floor at fore end of engine space ballast tank renewed: 2 lower deck beams & one main deck beam in bunker partly renewed: lower part of bunker bulkhead renewed: new boiler stove fitted: a number (about 12) reverse frames in bunker & 9<sup>th</sup> 13 space fitted with face plates: a 15" x 3/8" web fitted on each side about centre of aft Ballast tank as compensation for wasted frames and rev. frames and all reverse frames in this tank fitted with face plates: 14 tunnel stiffeners (tunnel carried through tanks) in the two aft ballast tanks doubled, and two stiffeners on tank division bulkhead renewed: awning deck sheathing doubled on both sides, at stem for about 30 ft with 24" x 5/8" doubling: all half round mouldings on hull landings at fore end renewed: Chain cables examined 9 lengths found satisfactory (1 15/16 to 1 1/2) and 8 lengths found worn below the rule requirements, these have now been replaced by 8 lengths of new cable as per particulars on next page: Both hawse pipes renewed: windlars, hand pumps, sluices and watertight doors overhauled and put in good condition: 2 new life boats supplied: Position of several boats altered and new davits with webbed blocks &c fitted for steam launch: all close ceiling in fore hold and part of ceiling on tank tops renewed: Main and awning decks caulked payed and tested with hose and found satisfactory: Linings of cabins and state rooms, at ship's sides nearly all removed and ship's sides cleaned, scaled and painted: vessel coated either with

IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

